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The City of New York

and

The New York Central Railroad Company

Draft Form of Deed

TO ACCOMPANY PROPOSED AGREEMENT SUBMITTED TO THE
BOARD OF ESTIMATE AND APPORTIONMENT.



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This Indenture, made the day of ,
in the year One thousand nine hundred and seventeen, pur-
suant to the provisions of an Act of the Legislature of the
State of New York entitled "AN ACT to provide for the
regulation and improvement of the railroad, terminals and
approaches thereto, and of the motive power to be used
thereon, of The New York Central and Hudson River
Railroad Company in the city of New York, and, for such
purpose, for discontinuing the use at grade by said com-
pany of certain streets, avenues, public parks or places in
said city, and, also for such purpose, to authorize the city
of New York to grant real property and rights to said
railroad company and to acquire real property and rights
from said railroad company," being Chapter 777 of the
Laws of 1911, in effect July 25th, 1911, by and between
THE CITY OF NEW YORK, hereinafter called the "City,"
acting by its Board of Estimate and Apportionment, here-
inafter called the "Board," party of the first part, and
THE NEW YORK CENTRAL RAILROAD COMPANY (suc-
cessor of The New York Central and Hudson River Rail-
road Company), a corporation organized and existing
under the laws of the State of New York and certain other
states, and having its principal office at No. 575 Broad-
way, in the City of Albany, Albany County, New York,
hereinafter called the "Railroad Company," party of the
second part; WITNESSETH:

2 Mrs. 17. Dec. 7.

THAT WHEREAS, on the day of , 1917,
the Board of Estimate and Apportionment of The City of
New York adopted the following resolutions:

"WHEREAS, the plans and profiles provided for by

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Chapter 777 of the Laws of 1911, as amended and modified in accordance with amendments and modifications agreed to by the Railroad Company, have been approved by this Board this day of , 1917; and

WHEREAS, at or before the filing of such plans and profiles an agreement in writing between this Board and the Railroad Company has been entered into, made, executed and filed in the office of the Comptroller of the City as provided for in said Act; and

WHEREAS, said agreement makes provision for the conveyance by the City to the Railroad Company of the lands, lands under water, rights, interests or easements in lands, lands under water, rights or easements in streets, avenues, ways, public wharves, parks or places in anywise owned, occupied or controlled by the City, necessary or required for the making of any alterations or changes provided for in the plans and profiles approved as aforesaid or in said agreement, or necessary or required for the proper operation of trains and cars in and upon the railroad constructed or changed in accordance with said plans and profiles or in and upon the yards, stations and terminals connected therewith and the approaches thereto (which the City, acting by this Board, is authorized by said Act in its discretion to grant to the Railroad Company) and also makes provision for the conveyance by the Railroad Company to the City of the lands, lands under water, rights, interests or easements therein, or rights, easements or privileges in streets, avenues, ways, public parks, wharves or places to be granted or surrendered by the Railroad Company to the City for any public purpose of the City;

NOW, THEREFORE, RESOLVED: That the grant which The City of New York, acting by its Board of Estimate and Apportionment is authorized and empowered to make to the said Railroad Company in and by Section 8 of Chapter 777 of the Laws of 1911 shall be by deed conveying to the said Railroad Company the premises mentioned in Article Two of the said

agreement and that the grant which the Railroad Company is to make to The City of New York, as provided in Article Two of said agreement shall be contained in the same instrument in writing.

Such deed shall be given by the City and accepted by the Railroad Company for the uses and purposes and in accordance with the provisions of said Chapter 777 of the Laws of 1911;

FURTHER RESOLVED: That said deed shall be prepared and approved as to form by the Corporation Counsel and shall be executed in duplicate on the part of the City by the Mayor and the Comptroller, under the corporate seal of The City of New York, and by the Railroad Company under its corporate seal and by its proper officers."

Now, THEREFORE, the Railroad Company, in consideration of the premises and of the grant hereinafter contained from the City to the Railroad Company, does hereby grant and release unto the City, its successors and assigns, forever:

I.

ALL those fifteen (15) certain pieces or parcels of lands and lands under water situate in the Borough of Manhattan, City, County and State of New York, bounded and described as follows:

Fee granted by
Railroad Company.

PARCEL No. 1.

BOUNDED northerly by the southerly line of West Seventy-first (71st) Street (discontinued and closed);

Easterly by a line drawn parallel with and distant easterly forty (40) feet from the Bulkhead Line approved by the Secretary of War, April 25th, 1890;

W. 70th to W.
71st Streets.

Southerly by the northerly line of West Seventieth (70th) Street (discontinued and closed);

And westerly by the westerly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 2.

W. 71st to W.
72nd Streets.

BOUNDED northerly by the southerly line of West Seventy-Second (72nd) Street (discontinued and closed);

Easterly by a line drawn parallel with and distant easterly forty (40) feet from the Bulkhead Line approved by the Secretary of War, April 25th, 1890;

Southerly by the northerly line of West Seventy-First (71st) Street (discontinued and closed);

And westerly by the westerly line of Thirteenth (13th) Avenue (discontinued and closed);

PARCEL No. 3.

Right of way W.
72nd to W. 129th
Streets.

BEGINNING at a corner or angle in the westerly exterior line of land of the Railroad Company, and in the southerly line of West Seventy-Second (72nd) Street (discontinued and closed), said point of beginning being distant westerly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence northerly along said westerly exterior line, parallel with said center line, six thousand three hundred and fifty-five (6,355) feet, more or less, to a corner or angle opposite station 248 + 61.2 of said center line;

Thence easterly along a jog or offset in said westerly exterior line, thirteen (13) feet, to a corner or angle;

Thence northerly continuing along said westerly exterior line, parallel with said center line one hundred and six (106) feet, more or less, to a corner or angle opposite station 249 + 67 ± of said center line;

Thence westerly along a jog or offset in said westerly exterior line, thirteen (13) feet, to a corner or angle;

Thence northerly continuing along said westerly exterior line, parallel with said center line, and distant thirty-three (33) feet therefrom, eight thousand eight hun-

dred and thirty (8,830) feet, more or less, to the southerly line of West One Hundred and Twenty-Ninth (129th) Street;

Thence easterly along the southerly line of West One Hundred and Twenty-Ninth (129th) Street seventy-five (75) feet, more or less, to a point distant easterly forty-one and five hundred and sixty-five thousandths (41.565) feet at right angles from said center line;

Thence southerly along the easterly exterior line of land of the Railroad Company, fifty (50) feet, more or less, to a corner or angle distant forty (40) feet at right angles from said center line, measured at station $337 + 51.4$ of said center line;

Thence continuing southerly and along said easterly exterior line, one hundred and sixty-six (166) feet, more or less, to an angle distant thirty-three (33) feet at right angles from said center line, measured at station $335 + 89.4$ of said center line;

Thence continuing southerly and along said easterly exterior line, parallel with said center line, four thousand three hundred and seventy-one (4,371) feet, more or less, to a corner or angle opposite station $292 + 12$ of said center line;

Thence continuing southerly and along said easterly exterior line, forty-four (44) feet, more or less, to a corner or angle distant easterly thirty (30) feet at right angles from said center line, measured at station $291 + 68 \pm$ of said center line;

Thence continuing southerly and along said easterly exterior line, ninety (90) feet, more or less, to a corner or angle distant thirty-three (33) feet radially from said center line, measured at station $290 + 78 \pm$ of said center line;

Thence continuing southerly and along said easterly exterior line, parallel with said center line, three thousand

four hundred and eleven (3,411) feet, more or less, to a point opposite station $256 + 67.43$ of said center line;

Thence easterly along a jog or offset in said easterly exterior line seven (7) feet to a corner or angle distant forty (40) feet at right angles from said center line;

Thence southerly continuing along said easterly exterior line, parallel with said center line, six hundred and forty-one (641) feet, more or less, to a corner or angle opposite station $250 + 26.25$ of said center line;

Thence westerly along a jog or offset in said exterior line seven (7) feet, more or less, to a corner or angle distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, continuing along said easterly exterior line, parallel with said center line eight hundred and ninety-seven (897) feet, more or less, to an angle opposite station $241 + 33.78$ of said center line;

Thence continuing southerly and along said easterly exterior line, fifty-nine (59) feet, more or less, to a corner or angle distant forty (40) feet radially from said center line, measured at station $240 + 74.7$ of said center line;

Thence continuing southerly and along said easterly exterior line, parallel with said center line, two hundred and thirty-six (236) feet, more or less, to a corner or angle about opposite station $238 + 33.63$ of said center line;

Thence westerly, along a jog or offset in said easterly exterior line, seven (7) feet, more or less, to a corner or angle in said exterior line distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, continuing along said easterly exterior line, parallel with said center line, two thousand nine hundred and fifty (2,950) feet, more or less, to a corner or angle opposite station $208 + 88.85$ of said center line;

Thence easterly, along a jog or offset in said exterior

line, at right angles to said center line, seven (7) feet to a corner or angle in said exterior line;

Thence southerly, continuing along said easterly exterior line, parallel with said center line, four hundred and seventeen (417) feet, more or less, to a corner or angle opposite station $204+72\pm$ of said center line;

Thence westerly along a jog or offset in said exterior line, at right angles to said center line seven (7) feet to a corner or angle in said exterior line;

Thence southerly, continuing along said easterly exterior line, parallel with said center line, and distant thirty-three (33) feet therefrom, one thousand nine hundred and sixty (1,960) feet, more or less, to the southerly line of West Seventy-Second (72nd) Street (discontinued and closed);

Thence westerly along the southerly line of West Seventy-Second (72nd) Street (discontinued and closed) sixty-seven (67) feet, more or less, to the place of beginning.

RESERVING to the Railroad Company the right to construct and operate its railroad upon said parcel No. 3, until the time limited in Section 3 of Article Three of the said agreement between the Board and the Railroad Company, within which the Railroad Company is to complete the changes shown on the said plans and profiles hereinabove referred to (hereinafter called the Plans and Profiles of 1916) affecting said Parcel No. 3.

Reservations by
Railroad Company.

RESERVING ALSO to the Railroad Company, its successors and assigns, the easements required for the construction, equipment, maintenance and operation of its railroad in, through and upon all those portions of said Parcel No. 3, bounded and described in Subdivisions "a" and "b" hereof following, said easements as to the portion thereof specified in the said agreement between the Board and the Railroad Company to be exercised below the covering or roof provided for in subdivision B of Section 3 of Article Three of the said agreement, and said

covering or roof and the supporting structures thereof are to be built by the Railroad Company for and in behalf of, and upon lands owned or to be acquired by, the City, and said covering or roof and supporting structures are to be and remain the property of the City:

a. BEGINNING at a point in the southerly line of West Seventy-Second (72nd) Street (discontinued and closed) said point being distant westerly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence northerly, parallel with said center line one thousand and thirty-five (1035) feet, more or less, to a point about opposite station 195 + 58 of said center line;

Thence northerly along a curved line convex to the east, drawn with a radius of eight hundred (800) feet, one hundred and ninety-three (193) feet, more or less, to a point distant easterly eleven (11) feet, radially from said center line, measured at station 197 + 46 of said center line;

Thence northerly by a straight line six hundred and seventy-eight (678) feet, more or less, to a point in the southerly line of West Seventy-Ninth (79th) Street, distant easterly eleven (11) feet at right angles from said center line;

Thence westerly along the southerly line of West Seventy-Ninth (79th) Street, forty-two and five tenths (42.5) feet, more or less, to a point distant westerly thirty-one and five tenths (31.5) feet at right angles from said center line;

Thence northerly along a line drawn northwardly from the termination of the last described course, to a point distant westerly, forty-three (43) feet at right angles from the said center line, measured at station 210 + 23 of said center line, one hundred (100) feet, more or less,

to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, four hundred and ninety-nine (499) feet, more or less, to a point opposite station $210 + 23$ of said center line;

Thence easterly at right angles to said line drawn northwardly as above described thirty-two (32) feet, more or less, to a point distant westerly one (1) foot, at right angles from said center line;

Thence northerly parallel with said center line, twenty-seven (27) feet, more or less, to a point opposite station $210 + 50$ of said center line;

Thence continuing northerly along a straight line two hundred and fifty-seven (257) feet, more or less, to a point distant easterly eighteen and five tenths (18.5) feet at right angles from said center line, measured at station $213 + 07$ of said center line;

Thence continuing northerly along a straight line one hundred and sixty-one (161) feet, more or less, to a point distant easterly seven (7) feet at right angles from said center line, measured at station $214 + 67$ of said center line;

Thence continuing northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly eighteen (18) feet at right angles from said center line, measured at station $225 + 50$ of said center line, five hundred and thirteen (513) feet, more or less, to a point opposite station $219 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, five (5) feet, more or less, to a point distant westerly thirty-three (33) feet radially from said center line;

Thence northerly, concentric with said center line,

thirty-six (36) feet, more or less, to a point opposite station $220 + 16$ of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described, four and five tenths (4.5) feet, more or less, to a point in said straight line, drawn northwardly as above described;

Thence northerly along said straight line, drawn northwardly as above described, five hundred and thirty-four (534) feet, more or less, to said point distant westerly eighteen (18) feet at right angles from said center line, measured at said station $225 + 50$ of said center line;

Thence continuing northerly by a straight line, drawn northwardly from the termination of the last described course, to a point distant westerly fourteen (14) feet radially from said center line, measured at station $228 + 83$ of said center line, one hundred and sixty-three (163) feet, more or less, to a point opposite station $227 + 13$ of said center line;

Thence westerly at right angles to said straight line drawn northwardly as above described, thirteen (13) feet;

Thence northerly by a straight line parallel to said straight line drawn northwardly as above described, seventy (70) feet to a point opposite station $227 + 83$ of said center line;

Thence easterly at right angles to the last above described course, thirteen (13) feet to a point in said straight line;

Thence northerly along said straight line drawn northwardly as above described, about one hundred (100) feet to said point distant westerly fourteen (14) feet radially from said center line measured at station $228 + 83$ of said center line;

Thence northerly by a curved line convex to the west,

drawn with a radius of three thousand and forty-six (3046) feet, three hundred and ninety-four (394) feet, more or less, to a point distant westerly fourteen (14) feet radially from said center line measured at station 232 + 75 of said center line;

Thence northerly by a straight line, three hundred and thirty (330) feet, more or less, to a point distant westerly eighteen (18) feet at right angles from said center line, measured at station 236 + 04 of said center line;

Thence northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly thirty-one (31) feet radially from said center line, measured at station 239 + 66 of said center line, seventy-seven (77) feet, more or less, to a point opposite station 236 + 80 of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twelve (12) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, thirty-six (36) feet, more or less, to a point opposite station 237 + 16 of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described, eleven (11) feet, more or less, to a point in said straight line;

Thence northerly along said straight line, drawn northwardly as above described, two hundred and fifty (250) feet, more or less, to said point distant westerly thirty-one (31) feet radially from said center line, measured at station 239 + 66 of said center line;

Thence continuing northerly, by a curved line, convex to the east, drawn with a radius of eleven thousand four

hundred and fifty-nine (11,459) feet, ninety-seven (97) feet, more or less, to a point in the westerly exterior line of land of said Railroad Company, distant westerly thirty-three (33) feet, radially from said center line, measured at station $240 + 63$ of said center line;

Thence continuing northerly, along said exterior line, concentric with said center line, one hundred and ninety-five (195) feet, more or less, to a point opposite station $242 + 58$ of said center line;

Thence continuing northerly, by a curved line, convex to the east, drawn with a radius of five thousand six hundred and eighty-two (5682) feet, six hundred and fifty-nine (659) feet, more or less, to a point distant westerly, twenty (20) feet, at right angles from said center line, measured at station $249 + 17$ of said center line;

Thence northerly, by a curved line convex to the east drawn with a radius of eleven thousand four hundred and fifty-nine (11,459) feet, sixty-eight (68) feet, more or less, to a point in the southerly line of West Ninety-Sixth (96th) Street, distant westerly nineteen (19) feet at right angles from said center line;

Thence westerly along the southerly line of West Ninety-Sixth (96th) Street, fourteen (14) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, four hundred and seventy-three (473) feet, more or less, to a point opposite station $254 + 59$ of said center line;

Thence easterly at right angles to said center line, eighteen (18) feet, more or less, to a point distant westerly fifteen (15) feet at right angles from said center line;

Thence northerly along a straight line, drawn north-

wardly from the termination of the last above described course, to a point distant westerly three and five tenths (3.5) feet at right angles from said center line, measured at station $280 + 16$ of said center line, eight hundred and thirty-three (833) feet, more or less, to a point opposite station $262 + 92$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described thirteen (13) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, ninety-eight (98) feet;

Thence westerly at right angles to said straight line, drawn northwardly as above described, nine (9) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, thirty-six (36) feet, more or less, to a point opposite station $264 + 26$ of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described twenty-two (22) feet, more or less, to a point in said straight line, drawn northwardly as above described;

Thence northerly along said straight line, drawn northwardly as above described, one thousand five hundred and fifty-four (1554) feet, more or less, to a point opposite station $279 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, thirty-six (36) feet, to a point opposite station $280 + 16$ of said center line;

Thence easterly at right angles to said straight line,

drawn northwardly as above described, twenty-eight (28) feet, to the point in said straight line drawn northwardly as above described, distant westerly three and five tenths (3.5) feet at right angles from said center line, measured at station $280 + 16$ of said center line;

Thence northerly along a straight line one hundred and sixty-nine (169) feet, more or less, to a point distant westerly four and five tenths (4.5) feet radially from said center line, measured at station $281 + 85$ of said center line;

Thence northerly by a curved line convex to the east, drawn with a radius of ten thousand (10,000) feet, nine hundred and two (902) feet, more or less, to a point distant westerly four and five tenths (4.5) feet radially from said center line measured at station $290 + 87$ of said center line;

Thence northerly by a straight line one hundred and seventy (170) feet, more or less, to a point distant westerly three and five tenths (3.5) feet at right angles from said center line, measured at station $292 + 57$ of said center line;

Thence northerly along a straight line drawn northwardly from the termination of the last above described course, to a point distant westerly seven and five tenths (7.5) feet radially from said center line, measured at station $295 + 00$ of said center line, twenty-three (23) feet, more or less, to a point opposite station $292 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line drawn northwardly as above described, thirty-six (36) feet;

Thence easterly at right angles to said straight line,

drawn northwardly as above described, twenty-eight (28) feet, to a point in said straight line, drawn northwardly as above described;

Thence northerly along said straight line, drawn northwardly as above described, one hundred and eighty-four (184) feet, more or less, to said point distant westerly seven and five tenths (7.5) feet radially from said center line, measured at said station $295 + 00$ of said center line;

Thence northerly by a curved line, convex to the west, drawn with a radius of two thousand eight hundred and sixty-four and ninety-three hundredths (2864.93) feet, ninety (90) feet, more or less, to a point distant westerly eleven and five tenths (11.5) feet, radially from said center line, measured at station $295 + 90$ of said center line;

Thence northerly by a straight line, four hundred and sixty (460) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line, measured at about station $300 + 50$ of said center line;

Thence northerly, parallel with said center line and distant westerly thirty-three (33) feet therefrom, two thousand three hundred (2300) feet, more or less, to a point opposite station $323 + 50$ of said center line;

Thence northerly by a curved line convex to the west, drawn with a radius of three thousand one hundred and twenty-five and thirty-six hundredths (3125.36) feet, two hundred and fifty-five (255) feet, more or less, to a point in said center line at station $326 + 00$ of said center line;

Thence continuing northerly by a curved line convex to the west, drawn northwardly with a radius of three thousand, four hundred and thirty-seven and eighty-seven hundredths (3437.87) feet, from the termination

of the last above described course, to a point distant easterly thirty-seven and five tenths (37.5) feet radially from said center line, measured at station $329 + 37$ of said center line, one hundred and eighty-two (182) feet, more or less;

Thence westerly radially to said curved line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, concentric with said curved line, drawn northwardly as above described, thirty-six (36) feet, to a point opposite station $328 + 18$ of said center line;

Thence easterly radially to said curved line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northerly along said curved line, drawn northwardly as above described fifty-seven (57) feet, more or less, to a point distant easterly thirty-three (33) feet radially from said center line;

Thence southerly, parallel with said center line, three thousand six hundred and sixty-three (3663) feet, more or less, to a point opposite station $292 + 12$ of said center line;

Thence continuing southerly forty-four (44) feet, more or less, to a point distant easterly thirty (30) feet at right angles from said center line, measured at about station $291 + 68$ of said center line;

Thence continuing southerly ninety (90) feet, more or less, to a point distant easterly thirty-three (33) feet radially from said center line, measured at about station $290 + 78$ of said center line;

Thence continuing southerly, parallel with said center line, three thousand four hundred and eleven (3411) feet, more or less, to a point opposite station $256 + 67.43$ of said center line;

Thence easterly along a jog or offset seven (7) feet to a point distant forty (40) feet at right angles from said center line;

Thence southerly, parallel with said center line, six hundred and forty-one (641) feet, more or less, to a point opposite station $250 + 26.25$ of said center line;

Thence westerly along a jog or offset seven (7) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, eight hundred and ninety-seven (897) feet, more or less, to a point opposite station $241 + 33.78$ of said center line;

Thence continuing southerly fifty-nine (59) feet, more or less, to a point distant easterly forty (40) feet radially from said center line, measured at station $240 + 74.7$ of said center line;

Thence continuing southerly, parallel with said center line, two hundred and thirty-six (236) feet, more or less, to a point about opposite station $238 + 33.63$ of said center line;

Thence westerly along a jog or offset in the easterly exterior line of the railroad of the Railroad Company seven (7) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line two thousand nine hundred and fifty (2950) feet, more or less, to a point opposite station $208 + 88.85$ of said center line;

Thence easterly along a jog or offset at right angles to said center line, seven (7) feet;

Thence southerly, parallel with said center line, four hundred and seventeen (417) feet, more or less, to a point opposite about station $204 + 72$ of said center line;

Thence westerly along a jog or offset at right angles to said center line, seven (7) feet;

Thence southerly, parallel with said center line, and distant thirty-three (33) feet easterly therefrom, one thousand nine hundred and sixty (1960) feet, more or less, to the southerly line of West Seventy-Second (72nd) Street (discontinued and closed);

Thence westerly along the southerly line of West Seventy-Second (72nd) Street (discontinued and closed) sixty-seven (67) feet, more or less, to the place of beginning.

b. ALSO BEGINNING at a point in the southerly line of West One Hundred and Twenty-Ninth (129th) Street, said point being distant easterly forty-one and five hundred and sixty-five thousandths (41.565) feet, at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence southerly along a line, drawn from the point or place of beginning to a point distant easterly forty (40) feet at right angles from said center line, measured at station 337 + 51.4 of said center line, forty-five (45) feet, more or less, to a point in a line drawn northwardly from a point distant easterly sixty-nine (69) feet at right angles from said center line measured at station 336 + 00 of said center line, to a point in the southerly line of West One Hundred and Twenty-Ninth (129th) Street, distant easterly thirty-two (32) feet, at right angles from said center line;

Thence northerly along said line, drawn northwardly as above described, forty-five (45) feet, more or less, to said point in the southerly line of West One Hundred and Twenty-Ninth (129th) Street, distant easterly thirty-two (32) feet at right angles from said center line;

Thence easterly along the southerly line of West One Hundred and Twenty-Ninth (129th) Street, nine and five tenths (9.5) feet, more or less, to the place of beginning.

PARCEL No. 4.

BEGINNING at the point formed by the intersection of the northerly line of West One hundred and Twenty-ninth (129th) Street with the westerly exterior line of land of the Railroad Company, said point of beginning being distant thirty-three (33) feet at right angles from the monumented center line of the railroad of said Railroad Company;

W. 129th to W.
130th Streets.

And running thence northerly along said westerly exterior line, parallel with said center line, two hundred and one (201) feet, more or less, to the southerly line of West One Hundred and Thirtieth (130th) Street;

Thence easterly along the southerly line of West One Hundred and Thirtieth (130th) Street, fifty (50) feet, more or less, to a point distant westerly two hundred and sixty (260) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence southerly in a straight line two hundred (200) feet, more or less, to a point in the northerly line of West One Hundred and Twenty-Ninth (129th) Street distant westerly two hundred and sixty-nine (269) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence westerly along the northerly line of West One Hundred and Twenty-Ninth (129th) Street, sixty-two (62) feet, more or less, to the place of beginning.

PARCEL No. 5.

BEGINNING at a point in the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed), said point being distant westerly two hundred ninety-six and five tenths (296.5) feet, more or less, from the northwesterly corner of West One Hundred and Forty-First (141st) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

W. 141st to W.
142nd Streets.

And running thence westerly along the northerly line

of West One Hundred and Forty-First (141st) Street (discontinued and closed) three and five tenths (3.5) feet, more or less;

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches, more or less, to the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) seventy-seven (77) feet, more or less;

Thence southwesterly two hundred and twelve (212) feet, more or less, to the place of beginning.

PARCEL No. 6.

W. 142nd to W.
143rd Streets.

BEGINNING at a point in the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) distant westerly two hundred and one and five tenths (201.5) feet, more or less, from the northwest-erly corner of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

And running thence westerly along the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) ninety-eight and five tenths (98.5) feet, more or less;

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed) one hundred and ninety-nine (199) feet and ten (10) inches, more or less, to the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued

and closed), one hundred and seventy-one and five tenths (171.5) feet, more or less;

Thence southwesterly, two hundred and twelve (212) feet, more or less, to the place of beginning.

PARCEL No. 7.

BEGINNING at a point in the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed), said point being distant westerly one hundred and seven (107) feet, more or less, from the northwesterly corner of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

W. 143rd to W.
144th Streets.

And running thence westerly along the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed), one hundred and ninety-three (193) feet, more or less;

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches, more or less, to the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed) three hundred (300) feet to the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly along the westerly line of Twelfth (12th) Avenue (discontinued and closed) one hundred and nineteen (119) feet, more or less;

Thence northwesterly seventy-three (73) feet, more or less, to a point in a line drawn northeastwardly and passing through the point or place of beginning from a point in the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) distant

westerly two hundred ninety-six and five tenths (296.5) feet, more or less, from the northwesterly corner of West One Hundred and Forty-First (141st) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

Thence southwesterly along said line, drawn north-eastwardly as above described, one hundred and eleven and five tenths (111.5) feet, more or less, to the place of beginning.

PARCEL No. 8.

W. 144th to W.
145th Streets west
of 12th Avenue.

BOUNDED northerly by the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the northerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 9.

W. 144th to W.
145th Streets east
of 12th Avenue.

BEGINNING at the corner formed by the intersection of the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed) with the easterly line of Twelfth (12th) Avenue (discontinued and closed);

And running thence easterly along the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed) fifty-six and five tenths (56.5) feet, more or less, to a point distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles

from the monumented center line of the railroad of the Railroad Company;

Thence southerly by a curved line convex to the east, drawn with a radius of four hundred and ninety-nine (499) feet, sixty-seven (67) feet, more or less, to a point distant westerly ninety-nine (99) feet, more or less, at right angles from said center line, measured at station $379 + 46$ of said center line;

Thence continuing southerly by a curved line convex to the east, drawn southwardly with a radius of six hundred and thirty-seven (637) feet from the termination of the last above described course to a point distant westerly one hundred and thirty-seven (137) feet, more or less, at right angles from said center line, measured at station $377 + 95$ of said center line, one hundred and thirty-five (135) feet, more or less, to a point in the easterly line of Twelfth (12th) Avenue (discontinued and closed), distant northerly seven (7) feet, more or less, from the northeasterly corner of Twelfth (12th) Avenue (discontinued and closed) and West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence northerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed) one hundred and ninety-two (192) feet and ten (10) inches, more or less, to the place of beginning.

PARCEL No. 10.

BEGINNING at a point in the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), said point of beginning being distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence westerly along the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), sixty-eight (68) feet, more or

W. 145th to W.
146th Streets.

less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence northerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches, more or less, to the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed) eighty-seven (87) feet, more or less, to a point in a curved line convex to the east, drawn with a radius of four thousand two hundred and ninety-seven (4,297) feet, northwardly from a point distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from said center line, measured at station $381 + 63$ of said center line, to a point distant westerly ninety-seven (97) feet radially from said center line, measured at station $384 + 00$ of said center line;

Thence southerly along said curved line, drawn northwardly as above described, one hundred and fifty-one (151) feet, more or less, to said point distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from said center line, measured at said station $381 + 63$ of said center line;

Thence southerly, parallel with said center line, fifty (50) feet, more or less, to the place of beginning.

PARCEL No. 11.

W. 151st to W.
152nd Streets.

BEGINNING at the corner formed by the intersection of the westerly line of Twelfth (12th) Avenue (discontinued and closed) with the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed);

And running thence northerly along the westerly line of Twelfth (12th) Avenue (discontinued and closed),

two hundred and nine and eighty-six hundredths (209.86) feet to the southerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed) three hundred and forty-four and ninety-eight hundredths (344.98) feet to the westerly line of the grant from the Mayor, Aldermen and Commonalty of the City of New York to Richard Carman, dated December 30th, 1852;

Thence southerly along the westerly line of said grant, one hundred and ninety-nine and eighty-four hundredths (199.84) feet to the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed) four hundred and nine and six hundredths (409.06) feet to the place of beginning.

PARCEL No. 12.

BEGINNING at the corner formed by the intersection of the westerly line of Twelfth (12th) Avenue (discontinued and closed) with the northerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed);

W. 152nd to W.
153rd Streets.

And running thence westerly along the northerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed) three hundred and twenty-five and seventy-three hundredths (325.73) feet, to the westerly line of the grant from the Mayor, Aldermen and Commonalty of the City of New York to Richard Carman, dated December 30th, 1852;

Thence northerly along the westerly boundary line of said parcel of land conveyed as aforesaid, one hundred and ninety-nine and eighty-four hundredths (199.84) feet

to the southerly line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed) two hundred and sixty-one and sixty-two hundredths (261.62) feet to the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly along the westerly line of Twelfth (12th) Avenue (discontinued and closed), two hundred and nine and eighty-six hundredths (209.86) feet to the place of beginning.

PARCEL No. 13.

W. 158th Street. BEGINNING at the point formed by the intersection of the southerly line of West One Hundred and Fifty-Eighth (158th) Street with the easterly exterior line of land of the Railroad Company, said point of beginning being distant thirty-three (33) feet at right angles from the monumented center line of the railroad of said Railroad Company;

And running thence westerly at right angles to said center line sixty-six (66) feet to the westerly exterior line of land of said Railroad Company;

Thence northerly along said westerly exterior line, parallel with said center line, nineteen (19) feet, more or less, to the former southerly line of West One Hundred and Fifty-Eighth (158th) Street;

And thence easterly along the former southerly line of West One Hundred and Fifty-Eighth (158th) Street, sixty-eight (68) feet, more or less, to the place of beginning.

Reservation by
Railroad Company.

RESERVING, however, to the Railroad Company, its successors and assigns, the easements required for the construction, equipment, maintenance and operation of its railroad in, through and upon said Parcel No. 13; said

easements are to be exercised below the bridge provided by subdivision K of Section 3 of Article Three of said agreement between the Board and the Railroad Company to be constructed in part over and across the said parcel of land.

PARCEL No. 14.

BEGINNING at a point in the westerly exterior line of land of the Railroad Company distant thirty-three (33) feet radially from the monumented center line of the railroad of said Railroad Company, measured at station 462+00 of said center line;

Right of Way
Fort Washington
Park.

And running thence northerly along said exterior line, parallel with said center line, one thousand three hundred (1,300) feet, more or less, to a point opposite station 475 + 00 of said center line;

Thence easterly radially to said center line, sixty-six (66) feet to the easterly exterior line of land of said Railroad Company;

Thence southerly along said exterior line, parallel with said center line, one thousand three hundred (1,300) feet, more or less, to a point opposite said station 462 + 00 of said center line;

And thence westerly radially to said center line sixty-six (66) feet to the place of beginning.

RESERVING, however, to the Railroad Company, its successors and assigns, the easements required for the construction, equipment, maintenance and operation of its railroad in, through, and upon all that portion of said Parcel No. 14 hereinafter described; said easements are to be exercised below the covering or roof provided for in subdivision H of Section 3 of Article Three of said agreement between the Board and the Railroad Company, and said covering or roof and the supporting structures

Reservation by
Railroad Company.

thereof are to be built by the Railroad Company for and in behalf of, and upon lands owned or to be acquired by, the City, and said covering or roof and supporting structures are to be and remain the property of the City:

BEGINNING at a point distant westerly twenty-seven and six hundred and sixty-five thousandths (27.665) feet, radially from the monumented center line of the railroad of the Railroad Company, measured at station 462 + 00 of said center line;

And running thence northerly parallel with said center line, one thousand three hundred (1300) feet, more or less, to a point opposite station 475 + 00 of said center line;

Thence easterly radially to said center line fifty-five and thirty-three hundredths (55.33) feet to a point distant easterly twenty-seven and six hundred and sixty-five thousandths (27.665) feet radially from said center line;

Thence southerly along a line, parallel with said center line, one thousand three hundred (1300) feet, more or less, to a point opposite said station 462 + 00 of said center line;

And thence westerly radially to said center line fifty-five and thirty-three hundredths (55.33) feet to the place of beginning.

PARCEL No. 15.

Right of Way
Dyckman Street
to Spuyten Duy-
vil Creek.

BEGINNING at the point formed by the intersection of the northerly line of Dyckman Street with the westerly exterior line of land of the Railroad Company, said point of beginning being distant thirty-three (33) feet radially from the monumented center line of the railroad of said Railroad Company;

And running thence northerly along said exterior line parallel with said center line, three thousand three hundred and seventy-two (3,372) feet, more or less, to the

Bulkhead Line, approved by the Secretary of War, October 18th, 1890, on the southerly side of the Harlem River Ship Canal or Spuyten Duyvil Creek ;

Thence easterly along said Bulkhead Line to a point in the easterly exterior line of land of the Railroad Company distant forty (40) feet at right angles from said center line ;

Thence southerly along said exterior line, parallel with said center line three hundred and ten (310) feet, more or less, to a corner or angle opposite station 578 + 49.28 of said center line ;

Thence westerly along a jog or offset in said exterior line radially to said center line, seven (7) feet to a corner or angle in said exterior line ;

Thence southerly, continuing along the easterly exterior line of land of said Railroad Company, parallel with said center line, seven hundred and three (703) feet, more or less, to a corner or angle opposite station 571 + 46.33 of said center line ;

Thence easterly along a jog or offset in said exterior line, radially to said center line, seven (7) feet to a corner or angle in said exterior line ;

Thence southerly, continuing along said easterly exterior line, parallel with said center line, four hundred and thirty-one (431) feet, more or less, to a corner or angle opposite station 567 + 13.72 of said center line ;

Thence westerly along a jog or offset in said exterior line, at right angles to said center line, seven (7) feet to a corner or angle in said exterior line ;

Thence southerly, continuing along said easterly exterior line, parallel with said center line, two thousand and thirty-one (2,031) feet, more or less, to a corner or angle opposite station 546 + 83 of said center line ;

Thence easterly along a jog or offset in said exterior line thirty (30) feet, more or less, to the northerly line of Dyckman Street ;

Thence westerly along the northerly line of Dyckman Street, ninety-nine (99) feet, more or less, to the place of beginning.

Reservation by
Railroad Company.

RESERVING, however, to the Railroad Company, its successors and assigns, the right for the maintenance and operation of its railroad in, through and upon said Parcel No. 15 until such time as the City shall grant to the Railroad Company the easements required for the construction, equipment, maintenance and operation of its railroad, upon and over the new right-of-way of the Railroad Company between Spuyten Duyvil Creek and Dyckman Street, as shown on the Plans and Profiles of 1916, and until such further time as the Railroad Company shall have constructed its railroad thereon pursuant to such grant, as provided for in subdivision C of Section 4 of Article Three of said agreement between the Board and the Railroad Company.

RESERVING, ALSO, to the Railroad Company, its successors and assigns, the easements required for the construction, equipment, maintenance and operation of its railroad in, through and upon all that portion of said Parcel No. 15, bounded and described as follows:

BEGINNING at a point in the northerly line of Dyckman Street, said point being distant westerly thirty-three (33) feet radially from the monumented center line of the railroad of the Railroad Company;

And running thence northerly by a curved line convex to the east, drawn with a radius of five thousand nine hundred and sixty-seven (5967) feet, concentric with said center line, one hundred and twenty-eight (128) feet, more or less, to a point in a line drawn northwardly from a point in the northerly line of Dyckman Street, distant westerly fifty (50) feet radially from said center line, to a point in the said center line at station 550 + 25 of said center line;

Thence northerly along said line drawn northwardly as above described, one hundred and ninety-two (192) feet, more or less, to said station 550 + 25 of said center line;

Thence continuing northerly along the prolongation of the last above described course one hundred and thirty-two (132) feet, more or less, to a corner or angle opposite station 551 + 55 of said center line;

Thence easterly at right angles to the last above described course six and thirty-three hundredths (6.33) feet;

Thence northerly along a line drawn northwardly from the last above described course, to a point distant easterly one hundred and forty-five and thirty-three hundredths (145.33) feet at right angles from said center line, measured at station 569 + 00 of said center line, fifty (50) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, five hundred and twenty-five (525) feet, more or less, to a point about opposite station 546 + 83 of said center line;

Thence easterly twenty (20) feet, more or less, to a point distant easterly about forty-seven (47) feet, radially from said center line;

Thence southerly, parallel with said center line, three and five tenths (3.5) feet, more or less, to the northerly line of Dyckman Street;

And thence westerly along the northerly line of Dyckman Street, ninety (90) feet, more or less, to the place of beginning.

RESERVING, however, to the Railroad Company as to
 Parcels No. 1 to No. 15, both inclusive, the easements re-
 quired for the construction and maintenance of drainage

Reservation by
 Railroad Company.

pipes, in accordance with plans to be approved by the Board, reasonably required in connection with the operation of the railroad of the Railroad Company, below the surface of the ground extending westerly to the waters of the Hudson River.

II.

Surrender of surface occupancy, by Railroad Company.

Also all the right, title and interest of the Railroad Company in and to the surface occupation by said Railroad Company of the following streets, avenues and public places and portions thereof as at present in occupation in the Borough of Manhattan, City of New York :

ALL that part of Hudson Street from North Moore Street on the south to Canal Street on the north ;

ALL that part of Canal Street from Hudson Street on the east to West Street on the west ;

ALL those portions of West Street and the Marginal Way from Canal Street on the south to Tenth (10th) Avenue on the north ;

ALL that part of Tenth (10th) Avenue from West Street and the Marginal Way on the south to West Thirty-First (31st) Street on the north ;

ALL that part of Gansevoort Street, west of West Street ;

ALL that part of West Thirtieth (30th) Street between Tenth (10th) Avenue on the west and Ninth (9th) Avenue on the east ;

ALL those portions of West Thirty-First (31st) and West Thirty-Second (32nd) Streets between Tenth (10th) Avenue on the east and Twelfth (12th) Avenue on the west ;

ALL those portions of West Thirty-Third (33rd) and West Thirty-Fifth (35th) Streets between Eleventh (11th) Avenue on the east and Twelfth (12th) Avenue on the west ;

ALL those portions of Twelfth (12th) Avenue and the Marginal Way between West Thirtieth (30th) Street on

the south and West Thirty-Seventh (37th) Street on the north;

ALL that part of Eleventh (11th) Avenue between West Twenty-Seventh (27th) Street on the south and West Fifty-Ninth (59th) Street on the north;

ALL that part of West End Avenue between West Fifty-Ninth (59th) Street on the south and West Sixty-Second (62nd) Street on the north;

ALL that part of West Thirty-Ninth (39th) Street between Eleventh (11th) Avenue on the east and Twelfth (12th) Avenue on the west;

ALL that part of West Forty-First (41st) Street between Eleventh (11th) Avenue on the east and Twelfth (12th) Avenue on the west;

ALL that part of West Fifty-Eight (58th) Street between Eleventh (11th) Avenue on the east and Twelfth (12th) Avenue on the west;

ALL that part of West Fifty-Ninth (59th) Street between Eleventh (11th) Avenue on the east and Twelfth (12th) Avenue on the west.

RESERVING, however, to the Railroad Company the right to maintain and operate its railroad at grade as at present upon and over the streets, avenues and public places, mentioned in this subdivision II, until the time mentioned in subdivision A of Section 1 and subdivision A of Section 2 of Article Three of the said agreement between the Board and the Railroad Company.

Reservation by
Railroad Company.

III.

The overhead rights required for the construction and maintenance of a covering or roof, with necessary abutments and supports, to be used as part of the park system of the City as shown on the Plans and Profiles of 1916, and to be and remain the property of the City, upon and

Overhead rights
for covering or
roof, granted by
Railroad Company.

over the following described parcels of land, the covering or roof is to be constructed as provided in subdivision D of Section 3 of Article Three of the said agreement between the Board and the Railroad Company, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement shall be applicable to the overhead rights herein granted :

PARCEL No. 1.

W. 135th to W.
138th Streets.

BEGINNING at a point in the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed), said point being distant westerly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company ;

And running thence northerly, parallel with said center line, two hundred and eighty-five (285) feet, more or less, to the southerly line of land conveyed by New York Investment and Improvement Company to New York State Realty and Terminal Company, by deed dated May 26th, 1911, recorded in the office of the Register of the County of New York in Section 7, Liber 153 of Deeds, page 44 ;

Thence westerly along the southerly line of said land conveyed by said deed, twenty-six (26) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line ;

Thence northerly, parallel with said center line, one hundred and sixty-eight (168) feet, more or less, to the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed) ;

Thence easterly along the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line ;

Thence northerly, parallel with said center line sixty-one (61) feet, more or less, to the northerly line of West

One Hundred and Thirty-Seventh (137th) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, two hundred and one (201) feet, more or less, to the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed) four (4) feet, more or less, to the southwest corner of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

Thence southerly along the westerly line of Twelfth (12th) Avenue (discontinued and closed) one hundred and ninety-six and seventy-nine hundredths (196.79) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, one hundred and ninety-eight (198) feet, more or less, to the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed) sixty-six and forty-one hundredths (66.41) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, seven hundred and twenty-one (721) feet, more or less, to the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

And thence westerly along the northerly line of West

One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) sixty-six and forty-one hundredths (66.41) feet, more or less, to the place of beginning.

PARCEL No. 2.

W. 138th to W.
145th Streets.

BEGINNING at a point in the northerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed), said point being distant westerly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence northerly, parallel with said center line, six hundred and sixty-nine (669) feet, more or less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence northerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), fifty-six and sixty-seven hundredths (56.67) feet, to the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) six (6) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, sixty-one (61) feet, more or less, to the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) twelve (12) feet, more or less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence northerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed) one hundred and twenty-three (123) feet, more or less, to a point distant

westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, seventy-seven (77) feet, more or less, to the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, sixty-one (61) feet, more or less, to the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line two hundred and one (201) feet, more or less, to the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point, distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, sixty-one (61) feet, more or less, to the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point dis-

tant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, two hundred and one (201) feet, more or less, to the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed) twenty-six (26) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence northerly, parallel with said center line, sixty-one (61) feet, more or less, to the northerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed) twenty six (26) feet, more or less, to a point, distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, two hundred and one (201) feet, more or less, to the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed) ninety-two (92) feet, more or less, to a point, distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, one thousand seven hundred and seventy (1770) feet, more or less, to the northerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

And thence westerly along the northerly line of West One Hundred and Thirty-Eighth (138th) Street (dis-

continued and closed) sixty-six and forty-one hundredths (66.41) feet, more or less, to the place of beginning.

PARCEL No. 3.

BEGINNING at a point in the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), said point being distant westerly fifty-eight (58) feet and four (4) inches at right angles from the monumented center line of the railroad of the Railroad Company; W. 145th Street
to Station 398.

And running thence northerly parallel with said center line forty-six (46) feet, more or less, to a point opposite station 381 + 63 of said center line;

Thence northerly by a curve convex to the east, drawn with a radius of four thousand two hundred and ninety-seven (4297) feet from and tangent to the last above described course, to a point distant westerly sixty-two (62) feet and ten (10) inches radially from said center line, measured at station 384 + 00 of said center line, one hundred and fifty-five (155) feet, more or less, to a point in the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed) twenty-nine (29) feet, more or less, to a point, distant westerly thirty-three (33) feet, radially from said center line;

Thence northerly, parallel with said center line, one thousand, three hundred and eighty (1380) feet, more or less, to the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed) eleven (11) feet, more or less, to a point

distant forty-four (44) feet and two (2) inches at right angles from said center line;

Thence northerly, parallel with said center line, eighty (80) feet, more or less, to a point opposite station 398 + 00 of said center line;

Thence easterly at right angles to said center line, seventy-seven (77) feet and two (2) inches, more or less, to a point, distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, one thousand, six hundred and eighty-one (1681) feet, more or less, to the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

And thence westerly along the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), ninety-two (92) feet, more or less, to the place of beginning.

Reservation by
Railroad Company.

RESERVING to the Railroad Company as to the parcels above described as Parcel No. 1 to Parcel No. 3, both inclusive, the right to attach to said covering or roof to be constructed over the said parcels of land above described, and to carry by and in the walls of the supporting structures of such covering or roof, the communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for the fire alarm and fire protection systems of the Railroad Company reasonably required in connection with the operation of its railroad.

IV.

The overhead rights required for the construction and maintenance of a viaduct and the supporting structures thereof over and across the parcel of land hereinafter described; said viaduct and supporting structures shall be so constructed and maintained as to permit of the standard side and overhead clearances of the Railroad Company, and shall also be so constructed and maintained as not to interfere with the safe and proper maintenance, management and operation of the railroad of the Railroad Company thereunder:

Overhead rights for viaduct, granted by Railroad Company.

Beginning at a point in the northerly line of West Seventieth (70th) Street (discontinued and closed), distant easterly forty-five (45) feet more or less from the Bulkhead Line approved by the Secretary of War April 25th, 1890, and running thence westerly along the northerly line of West Seventieth (70th) Street (discontinued and closed), five (5) feet, more or less, to a point distant easterly, forty (40) feet at right angles from the said Bulkhead Line;

West 70th Street.

Thence northerly, parallel with said Bulkhead Line and distant forty (40) feet easterly therefrom, two (2) feet, more or less.

Thence southeasterly, six (6) feet, more or less, to the place of beginning.

V.

The overhead rights required for the construction and maintenance of a bridge over and across the parcel of land hereinafter described; said bridge shall be so constructed and maintained as to permit of the standard side and overhead clearances of the Railroad Company, and shall also be so constructed and maintained as not to interfere with the safe and proper maintenance, man-

Overhead rights for Hendrick Hudson Memorial Bridge, granted by Railroad Company.

agement and operation of the railroad of the Railroad Company thereunder:

BEGINNING at the point formed by the intersection of the northeasterly exterior line of land of the Railroad Company with the southeasterly line of the proposed Hendrick Hudson Memorial Bridge as shown on the Plans and Profiles of 1916, said point of beginning being distant twenty-five (25) feet at right angles from the monumented center line of the railroad of the Railroad Company, formerly the railroad of the Spuyten Duyvil and Port Morris Railroad Company, said point of beginning being also distant southeasterly forty (40) feet at right angles from the center line of said proposed bridge;

And running thence southwesterly, parallel with the center line of said proposed bridge, one hundred and fifty-seven and five tenths (157.5) feet, more or less, to the southwesterly exterior line of land of said Railroad Company;

Thence northwesterly along said southwesterly exterior line, fourteen (14) feet, more or less, to a corner or angle in said exterior line, distant one hundred and twenty-eight (128) feet, more or less, southwesterly at right angles from said monumented center line, measured at station 585 + 60 of said center line;

Thence continuing northwesterly along said southwesterly exterior line, seventy (70) feet, more or less, to a point distant northwesterly forty (40) feet at right angles from the center line of said proposed bridge;

Thence northeasterly, parallel with the center line of said proposed bridge, one hundred and fifty-seven (157) feet, more or less, to the northeasterly exterior line of land of said Railroad Company;

Thence southeasterly along said northeasterly exterior line of land of the Railroad Company parallel with said

monumented center line, eighty-three (83) feet, more or less, to the place of beginning.

TO HAVE AND TO HOLD the lands and lands under water, rights, interests and easements therein above described under subdivisions I, II, III, IV and V, unto the City, its successors and assigns forever.

In respect of the portions of the lands above described in sub-divisions I, III, IV and V, which lie above original high water mark, the Railroad Company does forever warrant the title of such lands and of the rights, interest and easements therein herein granted by the Railroad Company to the City.

AND THE CITY, in consideration of the premises and of the grant hereinbefore contained on the part of the Railroad Company, and of the covenants on the part of the Railroad Company in respect of the construction of certain coverings or roofs for and in behalf of the City contained in the said agreement between the Board and the Railroad Company, does hereby grant and release unto the Railroad Company, its successors and assigns forever:

I.

ALL those certain forty-eight parcels of lands and lands under water situate in the City and State of New York, bounded and described as follows:

Fee granted by City.

PARCEL No. 1.

BOUNDED northerly by the northerly line of Spring Street (discontinued and closed);

Canal Street to north line of Spring Street.

Easterly by the westerly line of Washington Street;

Southerly by the northerly line of Canal Street;

And westerly by the easterly line of West Street.

PARCEL No. 2.

Charlton Street.

BOUNDED northerly by the northerly line of Charlton Street (discontinued and closed);

Easterly by the westerly line of Washington Street;

Southerly by the southerly line of Charlton Street (discontinued and closed);

And westerly by the easterly line of West Street.

PARCEL No. 3.

W. 60th to W.
61st Streets west
of bulkhead line.

BOUNDED northerly by the southerly line of West Sixty-First (61st) Street (discontinued and closed);

Easterly by the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Southerly by the northerly line of West Sixtieth (60th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 4.

W. 61st to W.
62nd Streets west
of bulkhead line.

BOUNDED northerly by the southerly line of West Sixty-Second (62nd) Street (discontinued and closed);

Easterly by the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Southerly by the northerly line of West Sixty-First (61st) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 5.

W. 62nd to W.
63rd Streets west
of bulkhead line.

BOUNDED northerly by the southerly line of West Sixty-Third (63rd) Street (discontinued and closed);

Easterly by the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Southerly by the northerly line of West Sixty-Second (62nd) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 6.

BOUNDED northerly by the southerly line of West Sixty-Fifth (65th) Street (discontinued and closed);

W. 64th to W. 65th Streets west of bulkhead line.

Easterly by the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Southerly by the northerly line of West Sixty-Fourth (64th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 7.

BOUNDED northerly by a line drawn parallel with and distant northerly fifteen (15) feet at right angles from the southerly line of West Seventieth (70th) Street (discontinued and closed);

W. 59th to W. 70th Streets west of east line of 13th Avenue.

Easterly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed);

Southerly by the southerly line of West Fifty-Ninth (59th) Street (discontinued and closed);

And westerly by the exterior line of lands under water granted by the people of the State of New York to the Mayor, Aldermen and Commonalty of the City of New York, September 28th, 1871.

PARCEL No. 8.

BOUNDED northerly by the southerly line of West Seventy-Second (72nd) Street (discontinued and closed);

12th Avenue W. 59th to W. 72nd Streets.

Easterly by the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the northerly line of West Fifty-Ninth (59th) Street;

And westerly by the westerly line of Twelfth (12th) Avenue (discontinued and closed).

Reservation by
City.

RESERVING, however, to the City the overhead rights required for the construction and maintenance of a viaduct and the supporting structures thereof over and above that portion of said Parcel No. 8 hereinafter described, said viaduct and supporting structures to be so constructed and maintained as to permit of the standard side and overhead clearances of the Railroad Company, and also to be so constructed and maintained as not to interfere with the safe and proper operation, maintenance and management of the railroad of the Railroad Company thereunder:

BEGINNING at a point in the westerly line of Twelfth (12th) Avenue (discontinued and closed), distant northerly fifteen (15) feet from the corner formed by the intersection of the said westerly line of Twelfth (12th) Avenue (discontinued and closed), and the southerly line of West Seventieth (70th) Street (discontinued and closed); and running thence northerly along said westerly line of Twelfth (12th) Avenue (discontinued and closed) thirty-four (34) feet; thence easterly parallel with the said southerly line of West Seventieth (70th) Street (discontinued and closed) one hundred (100) feet to the easterly line of Twelfth (12th) Avenue (discontinued and closed); thence southerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed) thirty-four (34) feet to a point distant northerly fifteen (15) feet at right angles from the southerly line of West Seventieth (70th) Street (discontinued and closed); and thence westerly parallel with the southerly line of West Seventieth (70th) Street (discontinued and closed) one hundred (100) feet to the point or place of beginning:

Together with the right to the Railroad Company to attach to said viaduct and supporting structures thereof, such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad.

PARCEL No. 9.

BOUNDED northerly by the northerly line of West Fifty-Ninth (59th) Street (discontinued and closed); W. 59th Street.

Easterly by the westerly line of Twelfth (12th) Avenue;
 Southerly by the southerly line of West Fifty-Ninth (59th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 10.

BOUNDED northerly by the northerly line of West Sixtieth (60th) Street (discontinued and closed); W. 60th Street.

Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixtieth (60th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 11.

BOUNDED northerly by the northerly line of West Sixty-First (61st) Street (discontinued and closed); W. 61st Street.

Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixty-First (61st) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 12.

BOUNDED northerly by the northerly line of West Sixty-Second (62nd) Street (discontinued and closed); W. 62nd Street.

Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixty-Second (62nd) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 13.

W. 63rd Street. BOUNDED northerly by the northerly line of West Sixty-Third (63rd) Street (discontinued and closed);
 Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixty-Third (63rd) Street (discontinued and closed);
 And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 14.

W. 64th Street. BOUNDED northerly by the northerly line of West Sixty-Fourth (64th) Street (discontinued and closed);
 Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixty-Fourth (64th) Street (discontinued and closed);
 And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 15.

W. 65th Street. BOUNDED northerly by the northerly line of West Sixty-Fifth (65th) Street (discontinued and closed);
 Easterly by the westerly line of West End Avenue;
 Southerly by the southerly line of West Sixty-Fifth (65th) Street (discontinued and closed);
 And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 16.

W. 66th Street. BOUNDED northerly by the northerly line of West Sixty-Sixth (66th) Street (discontinued and closed);
 Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;
 Southerly by the southerly line of West Sixty-Sixth (66th) Street (discontinued and closed);
 And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 17.

BOUNDED northerly by the northerly line of West Sixty-Seventh (67th) Street (discontinued and closed); W. 67th Street.

Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the southerly line of West Sixty-Seventh (67th) Street (discontinued and closed).

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 18.

BOUNDED northerly by the northerly line of West Sixty-Eighth (68th) Street (discontinued and closed); W. 68th Street.

Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the southerly line of West Sixty-Eighth (68th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 19.

BOUNDED northerly by the northerly line of West Sixty-Ninth (69th) Street (discontinued and closed); W. 69th Street.

Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the southerly line of West Sixty-Ninth (69th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 20.

BOUNDED northerly by a line drawn parallel with and distant northerly fifteen (15) feet at right angles from the southerly line of West Seventieth (70th) Street (discontinued and closed); Southerly 15 feet
of W. 70th Street
west of line 40 feet
east of bulkhead.

Easterly by a line drawn parallel with and distant

easterly forty (40) feet, at right angles from the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Southerly by the southerly line of West Seventieth (70th) Street (discontinued and closed);

And westerly by the easterly line of Thirteenth (13th) Avenue (discontinued and closed).

PARCEL No. 21.

W. 70th Street
east of line 40 feet
east of bulkhead.

Bounded northerly by the northerly line of West Seventieth (70th) Street (discontinued and closed);

Easterly, by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly, by the southerly line of West Seventieth (70th) Street (discontinued and closed);

And westerly, by a line drawn parallel with and distant easterly, forty (40) feet at right angles from the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Reservation by
City.

RESERVING, however, to the City the overhead rights required for the construction and maintenance of a viaduct and supporting structures thereof over and across that portion of said Parcel No. 21, hereinafter described, said viaduct and the supporting structures thereof to be so constructed and maintained as to permit of the standard side and overhead clearances of the Railroad Company, and also to be so constructed and maintained as not to interfere with the safe and proper maintenance, management and operation of the railroad of the Railroad Company thereunder:

Beginning at a point formed by the intersection of a line drawn parallel with and distant northerly fifteen (15) feet at right angles from the southerly line of West Seventieth (70th) Street (discontinued and closed), with the easterly exterior line of land of the Railroad Company;

And running thence westerly, along said line drawn parallel as above described, five hundred and thirty (530) feet, more or less, to a point distant easterly fifty-five (55) feet, measured along said parallel line from the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

Thence northwesterly, along a straight line, drawn from the termination of the last above described course to a point in said Bulkhead Line distant northerly forty-six (46) feet, as measured along said Bulkhead Line from the southerly line of West Seventieth (70) Street (discontinued and closed), seventeen (17) feet, more or less, to a point distant easterly forty (40) feet at right angles from said Bulkhead Line;

Thence northerly, parallel with said Bulkhead Line and distant easterly, forty (40) feet at right angles therefrom, thirty-seven (37) feet, more or less, to the northerly line of West Seventieth (70th) Street (discontinued and closed);

Thence easterly, along the northerly line of West Seventieth (70th) Street (discontinued and closed), five (5) feet, more or less, to a point distant northeasterly, thirty-four (34) feet at right angles from the course hereinabove secondly described;

Thence southeasterly, parallel with the course hereinabove secondly described twenty-two and five-tenths (22.5) feet, more or less, to a point distant northerly forty-nine (49) feet at right angles from the southerly line of West Seventieth (70th) Street (discontinued and closed);

Thence easterly, parallel with the southerly line of West Seventieth (70th) Street (discontinued and closed), five hundred and eighteen (518) feet, more or less, to the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Thence southerly, along said easterly exterior line,

thirty-four (34) feet, more or less, to the place of beginning.

Together with the right to the Railroad Company to attach to said viaduct and supporting structures thereof, such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad.

PARCEL No. 22.

W. 71st Street.

BOUNDED northerly by the northerly line of West Seventy-First (71st) Street (discontinued and closed);

Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the southerly line of West Seventy-First (71st) Street (discontinued and closed);

And westerly by a line parallel with and distant easterly forty (40) feet at right angles from the Bulkhead Line, approved by the Secretary of War, April 25th, 1890;

PARCEL No. 23.

W. 129th to Manhattan Streets.

BOUNDED northerly by the southerly line of Manhattan Street;

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Southerly by the northerly line of West One Hundred and Twenty-Ninth (129th) Street;

And westerly by the westerly line of Twelfth (12th) Avenue.

PARCEL No. 24.

Triangular parcel W. 130th Street to 12th Avenue.

BOUNDED easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Southerly by the northerly line of West One Hundred and Thirtieth (130th) Street;

And northerly and westerly by the westerly line of Twelfth (12th) Avenue.

PARCEL No. 25.

BOUNDED northerly by the southerly line of West One Hundred and Thirty-Second (132nd) Street;

Triangular parcel
south of W. 132nd
Street.

Easterly and southerly by the westerly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

And westerly by a line drawn parallel with and distant westerly two hundred and fifty-seven and five tenths (257.5) feet at right angles from the easterly line of Twelfth (12th) Avenue.

PARCEL No. 26.

BOUNDED northerly by the southerly line of West One Hundred and Thirty-Third (133rd) Street;

W. 132nd to W.
133rd Streets.

Easterly by the westerly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the northerly line of West One Hundred and Thirty-Second (132nd) Street;

And westerly by a line drawn parallel with and distant westerly two hundred and fifty-seven and five-tenths (257.5) feet at right angles from the easterly line of Twelfth (12th) Avenue.

PARCEL No. 27.

BEGINNING at the corner formed by the intersection of the westerly line of Twelfth (12th) Avenue with the northerly line of West One Hundred and Thirty-Third (133rd) Street;

W. 133rd to W.
137th Streets in
12th Avenue.

And running thence easterly along the northerly line of West One Hundred and Thirty-Third (133rd) Street, forty (40) feet to a point distant westerly sixty (60) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence northerly parallel with the easterly line of Twelfth (12th) Avenue, six hundred and sixty-six (666) feet and eight (8) inches, more or less, to a point distant

northerly one hundred and seven (107) feet at right angles from the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

Thence westerly at right angles to the easterly line of Twelfth (12th) Avenue, to a point distant easterly forty-four (44) feet at right angles from the monumented center line of the railroad of the Railroad Company;

Thence northerly, by a straight line, thirty-six (36) feet, more or less, to a point distant easterly forty-two (42) feet at right angles from the said center line, measured at station $356 + 20$ of said center line;

Thence northerly by a curved line, convex to the west, drawn with a radius of six thousand, eight hundred and seventy-five (6875) feet, three hundred and forty-five (345) feet, more or less, to a point in the easterly exterior line of land of the Railroad Company, distant thirty-three (33) feet at right angles from said monumented center line, measured at station $359 + 65$ of said center line;

Thence southerly, along said exterior line, parallel with said center line, four hundred and ninety (490) feet, more or less, to the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed), nine and fifty-four hundredths (9.54) feet, to the westerly line of Twelfth (12th) Avenue;

Thence southerly, along the westerly line of Twelfth (12th) Avenue, five hundred and fifty-nine (559) feet and eight (8) inches, more or less, to the place of beginning.

Reservations by
City.

RESERVING to the City the overhead rights required for the construction and maintenance of the Riverside Drive Viaduct over and above said Parcel No. 27, as said via-

duct is now constructed and maintained, or at any time hereafter may be lawfully constructed and maintained thereover.

RESERVING ALSO to the City the overhead rights required for the construction and maintenance of a covering or roof and the supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 27 hereinafter described, said covering or roof and supporting structures to be constructed as provided in subdivision D of Section 3 of Article Three of said agreement, and to be and remain the property of the City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement to be applicable to said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad:

BEGINNING at the corner formed by the intersection of the westerly line of Twelfth (12th) Avenue with the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

And running thence easterly along the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) twenty (20) feet;

Thence northerly by a straight line two hundred and forty-three (243) feet, more or less, to a point distant easterly forty-two (42) feet at right angles from the monumented center line of the railroad of the Railroad Company, measured at station 356 + 20 of said center line;

Thence northerly by a curved line convex to the west, drawn with a radius of six thousand eight hundred and seventy-five (6875) feet, three hundred and forty-five (345) feet, more or less, to a point in the easterly exterior line of land of the Railroad Company, distant thirty-three (33) feet at right angles from said monumented center line, measured at station 359 + 65 of said center line;

Thence southerly along the said exterior line, parallel with said center line four hundred and ninety (490) feet, more or less, to the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

Thence westerly along the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) nine and fifty-four hundredths (9.54) feet to the westerly line of Twelfth (12th) Avenue;

Thence southerly along the westerly line of Twelfth (12th) Avenue, one hundred (100) feet to the place of beginning.

PARCEL No. 28.

W. 134th Street. BOUNDED northerly by the northerly line of West One Hundred and Thirty-Fourth (134th) Street (discontinued and closed);

Easterly by the westerly line of Twelfth (12th) Avenue;

Southerly by the southerly line of West One Hundred and Thirty-Fourth (134th) Street (discontinued and closed);

And westerly by a curved line convex to the west, drawn with a radius of four hundred and ninety-eight (498) feet from a point in the northerly line of West One Hundred and Thirty-Fourth (134th) Street (discontinued and closed) distant westerly four hundred

and twenty-four and five tenths (424.5) feet from the northeasterly corner of West One Hundred and Thirty-Fourth (134th) Street and Twelfth (12th) Avenue, to a point in the southerly line of West One Hundred and Thirty-Fourth (134th) Street (discontinued and closed) distant westerly four hundred and twenty-one and five tenths (421.5) feet from the southeasterly corner of West One Hundred and Thirty-Fourth (134th) Street and Twelfth (12th) Avenue.

PARCEL No. 29.

Beginning at a point in the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed), said point being distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue; and running thence westerly along the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) to a point distant westerly four hundred and twenty-four and five tenths (424.5) feet at right angles from the easterly line of Twelfth (12th) Avenue;

W. 135th to W. 137th Streets west of 12th Avenue, and railroad right of way.

Thence northerly parallel with the said easterly line of Twelfth (12th) Avenue and distant westerly four hundred and twenty-four and five tenths (424.5) feet therefrom five hundred and fifty-nine (559) feet and eight (8) inches, more or less, to the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed);

Thence easterly along the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed) twenty-four (24) feet and six (6) inches to lands of the Railroad Company;

Thence southerly along lands of the Railroad Company forty (40) feet and seven (7) inches, more or less;

Thence easterly parallel with the southerly line of West One Hundred and Thirty-seventh (137th) Street (discon-

tinued and closed) along lands of the Railroad Company two hundred and five (205) feet, more or less;

Thence southerly along lands conveyed to the New York State Realty and Terminal Company by the New York Investment and Improvement Company, by deed dated May 26th, 1911, recorded in the office of the Register of the County of New York in section 7, Liber 153 of deeds, page 44, one hundred and nine (109) feet, more or less;

Thence easterly along lands conveyed as aforesaid one hundred and five (105) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

Thence southerly parallel with the said monumented center line of the Railroad Company and distant thirty-three (33) feet westerly therefrom two hundred and eighty-six (286) feet, more or less, to the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) fifty-seven (57) feet, more or less, to a point distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence southerly parallel with the easterly line of Twelfth (12th) Avenue and distant one hundred (100) feet therefrom one hundred (100) feet, more or less, to the place of beginning;

Reservation by
City.

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of the said Parcel No. 29 hereinafter described,

said covering or roof and supporting structures to be constructed as provided in subdivision D of Section 3 of Article Three of said agreement and to be and remain the property of the City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement to be applicable to said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad:

Beginning at a point in the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed), said point being distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue; and running thence westerly, along the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) ninety-five (95) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from the monumented center line of the railroad of said Railroad Company;

Thence northerly parallel with said center line, and distant westerly fifty-eight (58) feet and four (4) inches at right angles therefrom three hundred and ninety-three (393) feet, more or less, to lands conveyed to the New York State Realty and Terminal Company as aforesaid;

Thence easterly along lands conveyed as aforesaid twenty-six (26) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from the center line of the railroad of the Railroad Company;

Thence southerly parallel with said center line and distant thirty-three (33) feet westerly therefrom, two hundred and eighty-six (286) feet, more or less, to the north-

erly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed);

Thence easterly, along the northerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) fifty-seven (57) feet, more or less, to a point distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence southerly parallel with the easterly line of Twelfth (12th) Avenue and distant one hundred (100) feet therefrom one hundred (100) feet, more or less, to the place of beginning.

PARCEL No. 30.

W. 137th to W.
141st Streets west
of line 300 feet
west of 12th Ave-
nue.

BEGINNING at a point in the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed), said point being distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

And running thence southerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed) one thousand and thirty-nine (1039) feet and four (4) inches, more or less, to the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed) twenty-four and five tenths (24.5) feet;

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed) nine hundred and thirty-two (932) feet and six (6) inches, more or less, to a point in said line distant northerly ninety-three (93) feet from the northerly line of West One Hundred and Fortieth (140th) Street (discontinued and closed), measured along said line;

Thence northerly along a curved line tangent to the last above described course, convex to the west, drawn with a radius of four hundred and seventy-eight (478)

feet, more or less, one hundred and three (103) feet, more or less, to a point in the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) distant westerly three hundred and fourteen (314) feet, more or less, from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

And thence easterly along the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) fourteen (14) feet, more or less, to the place of beginning.

PARCEL No. 31.

BOUNDED northerly by the northerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed);

W. 137th Street.

Easterly by the present westerly exterior line of lands of the Railroad Company;

Southerly by the southerly line of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 31 easterly of a line parallel with and distant westerly fifty-eight (58) feet and four (4) inches at right angles from the monumented center line of the railroad; said covering or roof and supporting structures shall be constructed as provided in said subdivision D of Section 3 of Article Three of said agreement and shall be and remain the property of the

Reservation by
City.

City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement shall be applicable to the said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad.

PARCEL No. 32.

W. 137th to W.
144th Streets east
of west line of
12th Avenue.

Beginning at a point in the westerly line of Twelfth (12th) Avenue (discontinued and closed), said point being distant northerly three and four hundredths (3.04) feet from the northwesterly corner of West One Hundred and Thirty-Seventh (137th) Street (discontinued and closed), and Twelfth (12th) Avenue (discontinued and closed);

And running thence northerly, along the westerly line of Twelfth (12th) Avenue (discontinued and closed), one thousand six hundred and thirty-seven (1637) feet, more or less, to a point distant southerly one hundred and nineteen (119) feet, more or less, from the southwest corner of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed), and Twelfth (12th) Avenue (discontinued and closed);

Thence southeasterly, seven (7) feet, more or less, to a point distant westerly two hundred and one (201) feet, at right angles from the monumented center line of the railroad measured at station 376 + 17.5 of said center line;

Thence northeasterly, by a curved line convex to the northwest, drawn with a radius of seven hundred and seventeen (717) feet, one hundred and four (104) feet, more or less, to a point distant westerly one hundred and

sixty-eight and five tenths (168.5) feet at right angles from said center line; measured at station 377 + 14 of said center line;

Thence continuing northeasterly, by a straight line eighty-six (86) feet, more or less, to a point distant westerly, one hundred and thirty-seven (137) feet, more or less, at right angles from said center line measured at station 377 + 95 of said center line;

Thence continuing northeasterly, by a curved line convex to the southeast, drawn with a radius of six hundred and thirty-seven (637) feet, twenty-two (22) feet, more or less, to a point in the easterly line of Twelfth (12th) Avenue (discontinued and closed), distant northerly seven (7) feet, more or less, from the northeasterly corner of Twelfth (12th) Avenue (discontinued and closed), and West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence southerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), seven (7) feet, more or less, to the northerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence easterly, along the northerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed), ninety-seven (97) feet, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, sixty-one (61) feet, more or less, to a point in the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed);

Thence westerly, along the southerly line of West One Hundred and Forty-Fourth (144th) Street (discontinued and closed) ninety (90) feet, more or less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches to the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Surrender of surface occupancy, by Railroad Company.

Thence easterly, along the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed), sixty-nine (69) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, sixty-one (61) feet, more or less, to a point in the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Thence westerly, along the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed), sixty-two (62) feet, more or less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches, to the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

Thence easterly, along the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed), forty-one (41) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, sixty-one (61) feet, more or less, to a point in the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

Thence westerly, along the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued

and closed), thirty-four and forty-two hundredths (34.42) feet, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), one hundred and ninety-nine (199) feet and ten (10) inches to the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

Thence easterly, along the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed), twelve (12) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, sixty-one (61) feet, more or less, to a point in the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

Thence westerly, along the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed), six (6) feet, more or less, to the easterly line of Twelfth (12th) Avenue (discontinued and closed):

Thence southerly, along the easterly line of Twelfth (12th) Avenue (discontinued and closed), fifty-six and sixty-seven hundredths (56.67) feet, to a point distant westerly, thirty-three (33) feet, at right angles from said center line;

Thence continuing southerly, parallel with said center line, six hundred and sixty-five (665) feet, more or less, to the northerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

Thence easterly, along the northerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed), sixty-seven (67) feet, more or less, to a point distant easterly thirty-three (33) feet, at right angles from said center line;

Thence southerly, parallel with said center line, sixty-one (61) feet, more or less, to the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

Thence westerly, along the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed), sixty-seven (67) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, one hundred and ninety-eight (198) feet, more or less, to the place of beginning.

Reservation by
City.

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and the supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 32 easterly of a line parallel with and distant westerly fifty-eight (58) feet and four (4) inches at right angles from the monumented center line of the railroad; said covering or roof and supporting structures shall be constructed as provided in subdivision D of Section 3 of Article Three of said agreement and shall be and remain the property of the City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement shall be applicable to the said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad.

PARCEL No. 33.

BOUNDED northerly by the northerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

W. 138th Street
west of 12th Ave-
nue.

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the southerly line of West One Hundred and Thirty-Eighth (138th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and the supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 33 easterly of a line parallel with and distant westerly fifty-eight (58) feet and four (4) inches at right angles from the monumented center line of the railroad; said covering or roof and supporting structures shall be constructed as provided in subdivision D of Section 3 of Article Three of said agreement and shall be and remain the property of the city, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement shall be applicable to the said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad.

Reservation by
City.

PARCEL No. 34.

W. 139th Street
west of 12th Ave-
nue.

BOUNDED northerly by the northerly line of West One Hundred and Thirty-Ninth (139th) Street (discontinued and closed);

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the southerly line of West One Hundred and Thirty-Ninth (139th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 35.

W. 140th Street
west of 12th Ave-
nue and strip
southerly of W.
140th Street.

BOUNDED northerly by the northerly line of West One Hundred and Fortieth (140th) Street (discontinued and closed);

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by a line drawn parallel with and distant southerly twenty-eight (28) feet and eleven (11) inches at right angles from the southerly line of West One Hundred and Fortieth (140th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 36.

W. 140th to W.
141st Streets west
of line 100 feet
west of 12th Ave-
nue.

BOUNDED northerly by the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

Easterly by a line drawn parallel with and distant one

hundred (100) feet westerly at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the northerly line of West One Hundred and Fortieth (140th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly three hundred (300) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 37.

BOUNDED northerly by the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

W. 141st Street
west of 12th Ave-
nue.

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed);

And westerly by a curved line convex to the west, drawn with a radius of four hundred and seventy-eight (478) feet, said curved line intersecting the southerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) three hundred and fourteen (314) feet, more or less, westerly of the westerly line of Twelfth (12th) Avenue (discontinued and closed) and intersecting the northerly line of West One Hundred and Forty-first (141st) Street (discontinued and closed) two hundred and ninety-six and five tenths (296.5) feet, more or less, westerly of the westerly line of Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 38.

BOUNDED northerly by the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

W. 142nd Street
west of 12th Ave-
nue.

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed);

And westerly by a line drawn southwestwardly from a point in the northerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) distant westerly two hundred and one and five tenths (201.5) feet, more or less, from the northwesterly corner of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed) to a point in the southerly line of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) distant westerly two hundred and twenty-three (223) feet, more or less, from the southwesterly corner of West One Hundred and Forty-Second (142nd) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed).

PARCEL No. 39.

W. 143rd Street
west of 12th Ave-
nue.

BOUNDED northerly by the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

Easterly by the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Southerly by the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed);

And westerly by a line drawn southwestwardly from a point in the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) distant westerly one hundred and seven (107) feet, more or less, from the northwesterly corner of Twelfth (12th) Avenue (discontinued and closed) and West One Hun-

dred and Forty-Third (143rd) Street (discontinued and closed) to a point in the southerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) distant westerly one hundred and twenty-eight and five tenths (128.5) feet, more or less, from the south-westerly corner of Twelfth (12th) Avenue (discontinued and closed) and West One Hundred and Forty-Third (143rd) Street (discontinued and closed).

PARCEL No. 40.

BOUNDED northerly by the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

W. 145th Street

Easterly by the easterly exterior line of land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

And westerly by a line drawn parallel with and distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and the supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 40, hereinafter described, said covering or roof and supporting structures to be constructed as provided in subdivision D of Section 3 of Article Three of said agreement and to be and remain the property of the City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement to be applicable to the said covering or roof

Reservation by
City.

and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad:

BEGINNING at a point in the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), said point being distant easterly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

And running thence southerly, parallel with said center line, one hundred (100) feet, or more, to the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed), ninety-two (92) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, thirty-five (35) feet, more or less, to a point opposite station 380 + 54 of said center line;

Thence westerly, parallel with the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed) thirty-five (35) feet, more or less, to a point distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from said center line;

Thence northerly, parallel with said center line, twenty-five (25) feet, more or less, to a point distant northerly twenty-five (25) feet at right angles from the last above described course;

Thence easterly, parallel with the southerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued

and closed) thirty-five (35) feet, more or less, to a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line;

Thence northerly, parallel with said center line, forty (40) feet, more or less, to the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Forty-Fifth (145th) Street (discontinued and closed) ninety-two (92) feet, more or less, to the place of beginning.

PARCEL No. 41.

BEGINNING at a point in the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed), said point being at a corner or angle in the westerly exterior line of land of the Railroad Company and distant thirty-three (33) feet radially from the monumented center line of the railroad of the Railroad Company;

W. 146th to W.
158th Streets west
of railroad right of
way including W.
155th Street.

And running thence westerly along the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed) sixty-three and five-tenths (63.5) feet, more or less, to a point in a curved line convex to the east, drawn northwardly with a radius of four thousand two hundred and ninety-seven (4297) feet, from a point distant westerly ninety-four and thirty-three hundredths (94.33) feet at right angles from said center line, measured at station 381 + 63 of said center line, to a point distant westerly ninety-seven (97) feet radially from said center line, measured at station 384 + 00 of said center line;

Thence northerly along said curved line drawn northwardly as above described, eighty-two (82) feet, more or less, to a point opposite station 384 + 00 of said center line;

Thence continuing northerly by a curved line convex to the east, drawn with a radius of two thousand eight hundred and sixty five (2865) feet, six hundred and twenty-one (621) feet, more or less, to a point distant westerly one hundred and three and five tenths (103.5) feet, more or less, radially, from said center line, measured at station $390 + 45$ of said center line;

Thence continuing northerly by a curved line convex to the east, drawn with a radius of four thousand two hundred and ninety-seven (4297) feet, five hundred and sixty-eight (568) feet, more or less, to a point distant westerly ninety-three and sixty-six hundredths (93.66) feet, at right angles from said center line, measured at station $396 + 28$ of said center line;

Thence continuing northerly, parallel with said center line, three hundred and two (302) feet, more or less, to a point opposite station $399 + 30$ of said center line;

Thence westerly at right angles to said center line eleven (11) feet;

Thence northerly, parallel with said center line seventy-five (75) feet;

Thence easterly at right angles to said center line eleven (11) feet;

Thence northerly, parallel with said center line, one hundred and twenty-seven (127) feet;

Thence continuing northerly two hundred and forty (240) feet, more or less, to a point distant westerly sixty-four and sixteen hundredths (64.16) feet at right angles from said center line, measured at station $403 + 70$ of said center line;

Thence continuing northerly, parallel with said center line, three hundred and seventy-seven (377) feet, more or less, to a point opposite station $407 + 47$ of said center line;

Thence easterly at right angles to said center line, five (5) feet;

Thence northerly, parallel with said center line, eight hundred and seventeen (817) feet, more or less, to a point in a line drawn westwardly at right angles to said center line, from the point formed by the intersection of the southerly line of West One Hundred and Fifty-Eighth (158th) Street with the easterly exterior line of land of the Railroad Company;

Thence easterly along said line, drawn westwardly as last above described, twenty-six and two tenths (26.2) feet, to the westerly exterior line of land of said Railroad Company;

Thence southerly along said westerly exterior line, seven hundred and twenty-three (723) feet, more or less, to the northerly line of West One Hundred and Fifty-Fifth (155th) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Fifty-Fifth (155th) Street (discontinued and closed) sixty-eight (68) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, thirty-nine (39) feet, more or less, to a point in the northwesterly line of Riverside Drive;

Thence southerly along said line of said Drive to the southerly line of West One Hundred and Fifty-Fifth (155th) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Fifty-Fifth (155th) Street (discontinued and closed) thirty-five (35) feet, more or less, to a point in the westerly exterior line of land of the Railroad Company, distant thirty-three (33) feet at right angles from said center line;

Thence southerly along said westerly exterior line, five hundred and forty-one (541) feet, more or less, to the southerly line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed) twenty and forty-six hundredths (20.46) feet, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed), two hundred and nine and eighty-six hundredths (209.86) feet, to the northerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed) nineteen (19) feet, to a point in the westerly exterior line of land of said Railroad Company, distant thirty-three (33) feet at right angles from said center line;

Thence southerly along said westerly exterior line, sixty two (62) feet, more or less, to the southerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Fifty-Second (152nd) Street (discontinued and closed), seventeen and thirty-seven hundredths (17.37) feet, to the easterly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly along the easterly line of Twelfth (12th) Avenue (discontinued and closed), two hundred and nine and eighty-six hundredths (209.86) feet, to the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed) eleven and eighty-three hundredths (11.83) feet, to a point in the westerly exterior line of land of said Railroad Company, distant thirty-three (33) feet at right angles from said center line;

Thence southerly along said westerly exterior line, one thousand three hundred and eighty (1380) feet, more or less, to the place of beginning;

RESERVING to the City the overhead rights required for the construction and maintenance of a covering or roof and the supporting structures thereof to be used as a part of the park system of the City, as provided for in subdivision D of Section 3 of Article Three of said agreement between the Board and the Railroad Company over that portion of said Parcel No. 41 hereinafter described; said covering or roof and supporting structures shall be constructed as provided in subdivision D of Section 3 of Article Three of said agreement and shall be and remain the property of the City, and all the provisions of said subdivision D of Section 3 of Article Three of said agreement shall be applicable to the said covering or roof and supporting structures under the easement herein reserved; together with the right to the Railroad Company to attach to said covering or roof, and to carry by and in the walls of the supporting structures thereof such pipes and conductors and signalling appliances as may be reasonably required in connection with the operation of its railroad:

Reservation by
City.

BEGINNING at the southeasterly corner of the premises above described;

And running thence westerly along the southerly line of West One Hundred and Forty-Sixth (146th) Street (discontinued and closed), twenty-nine (29) feet, more or less, to a point in a curved line convex to the east drawn northerly with a radius of four thousand two hundred and ninety-seven (4297) feet, from a point distant westerly fifty-eight (58) feet and four (4) inches at right angles from said center line measured at station 381 + 63 of said center line, to a point distant westerly sixty-two (62) feet and ten (10) inches radially from

said center line measured at station $384 + 00$ of said center line;

Thence northerly along said line, drawn northwardly as above described, eighty (80) feet, more or less, to a point opposite said station $384 + 00$ of said center line;

Thence easterly radially to said center line, sixteen (16) feet and six (6) inches;

Thence northerly along a curved line, convex to the east, drawn with a radius of three thousand (3000) feet, to a point distant westerly forty-five (45) feet and four (4) inches radially from said center line, measured at station $390 + 45$ of said center line;

Thence continuing northerly by a curved line convex to the east drawn northerly from the termination of the last above described course with a radius of four thousand (4000) feet to a point distant westerly forty-four (44) feet and two (2) inches at right angles from said center line measured at station $396 + 28$ of said center line;

Thence continuing northerly parallel to said center line to a point opposite station $397 + 00$ of said center line;

Thence westerly at right angles to said center line, forty-nine and five tenths (49.5) feet, more or less, to the westerly line of Parcel No. 41 above described;

Thence northerly along the westerly line of said Parcel No. 41 sixteen (16) feet;

Thence easterly at right angles to said center line, forty-nine and five tenths (49.5) feet, more or less, to a point in the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed), distant westerly forty-four (44) feet and two (2) inches at right angles from said center line;

Thence easterly along the northerly line of West One Hundred and Fifty-First (151st) Street (discontinued and closed), eleven (11) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line;

Thence southerly, parallel with said center line, one thousand three hundred and eighty (1380) feet, more or less, to the place of beginning.

PARCEL No. 42.

BEGINNING at the point formed by the intersection of the northerly line of West One Hundred and Fifty-Eighth (158th) Street with the easterly exterior line of land of the Railroad Company, said point being distant thirty-three (33) feet at right angles from the monumented center line of the railroad of said Railroad Company;

W. 158th Street
to station 419 + 84
including W. 158th
Street.

And running thence westerly at right angles to said center line, ninety-seven and two tenths (97.2) feet;

Thence northerly along a line, drawn northwardly from the termination of the last above described course, to a point distant westerly sixty-nine and five tenths (69.5) feet radially from said center line, measured at station 419 + 84 $\pm$ of said center line, three hundred and sixty-two (362) feet, more or less, to the present shore or high water line of the Hudson or North River;

Thence southerly along said shore or high water line, to a point in the westerly exterior line of land of said Railroad Company distant thirty-three (33) feet radially from said center line;

Thence southerly along said westerly exterior line, parallel with said center line, two hundred and sixty (260) feet, more or less, to the former northerly line of West One Hundred and Fifty-Eighth (158th) Street;

Thence easterly along the former northerly line of West

One Hundred and Fifty-Eighth (158th) Street, sixty-eight (68) feet, more or less, to the place of beginning.

Slope rights.

TOGETHER WITH the right to fill in with earth, rock and other material, lands under water of the City, adjoining the above described premises, on the west, to such extent as may be necessary to support the tracks and roadbed of the railroad to be constructed by the Railroad Company upon the above described premises, until such time as said adjoining lands of the City may be filled in.

PARCEL No. 43.

Station 426 + 10
to station 451 + 89.

BEGINNING at a point in the westerly exterior line of land of the Railroad Company, distant thirty-three (33) feet at right angles from the monumented center line of the railroad of said Railroad Company, measured at station 451 + 89 of said center line;

And running thence southerly along said westerly exterior line two thousand one hundred and sixty (2160) feet, more or less, to the northerly line of West One Hundred and Sixty-Fifth (165th) Street (discontinued and closed);

Thence easterly along the northerly line of West One Hundred and Sixty-Fifth (165th) Street (discontinued and closed) seventy-four (74) feet, more or less, to a point distant easterly forty (40) feet at right angles from said center line;

Thence southerly parallel with said center line thirteen (13) feet;

Thence continuing southerly twenty-eight and five tenths (28.5) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line;

Thence continuing southerly, parallel with said center line, twenty (20) feet, more or less, to the southerly line of West One Hundred and Sixty-Fifth (165th) Street (discontinued and closed);

Thence westerly along the southerly line of West One Hundred and Sixty-Fifth (165th) Street (discontinued and closed) sixty-seven (67) feet, more or less, to a point in said westerly exterior line distant thirty-three (33) feet at right angles from said center line;

Thence southerly along said exterior line, parallel with said center line, two hundred and seventy-five (275) feet, more or less, to the shore line or high water mark of the Hudson or North River;

Thence southwesterly along said shore line or high water mark of said river, one hundred and twenty-three (123) feet, more or less, to a point in a curved line, convex to the west, drawn northwardly, with a radius of two thousand, two hundred and ninety-two (2292) feet, from a point distant westerly sixty-nine and five tenths (69.5) feet radially from said center line, measured at station 419 + 84 of said center line, to a point distant westerly seventy-six (76) feet radially from said center line, measured at station 426 + 10 of said center line;

Thence northerly along said curved line, drawn northwardly as above described, thirty (30) feet, more or less, to a point opposite said station 426 + 10 of said center line;

Thence easterly radially to the last above described course one and five tenths (1.5) feet;

Thence northerly by a curved line, convex to the west, drawn with a radius of three thousand one hundred and seventy-three (3173) feet, more or less, one hundred and sixty (160) feet, more or less, to a point distant westerly seventy (70) feet at right angles from said center line, measured at station 427 + 68 of said center line;

Thence continuing northerly, five hundred and forty (540) feet, more or less, to a point distant westerly fifty-six and five tenths (56.5) feet, at right angles from said center line, measured at station 433 + 07 of said center line;

Thence continuing northerly by a curved line convex to the east, drawn with a radius of two thousand eight hundred and sixty-five (2865) feet, more or less, one thousand and thirty-four (1034) feet, more or less, to a point distant westerly fifty-four and five tenths (54.5) feet radially from said center line, measured at station 443 + 63 of said center line;

Thence continuing northerly, three hundred and twelve (312) feet, more or less, to a point distant westerly thirty-five (35) feet radially from said center line, measured at station 446 + 80 of said center line;

Thence continuing northerly by a curved line, convex to the east, drawn with a radius of two thousand nine hundred and sixty-five (2965) feet, more or less, concentric with said center line, three hundred and seventy (370) feet, more or less, to a point opposite station 450 + 50.11 of said center line;

Thence continuing northerly parallel with and distant thirty-five (35) feet at right angles from said center line, sixty-three and eighty-nine hundredths (63.89) feet;

Thence westerly at right angles to said center line nine (9) feet;

Thence northerly, parallel with said center line, seventy-five (75) feet;

And thence easterly at right angles to said center line, eleven (11) feet to the place of beginning;

Excepting from the above described parcel of land, that portion thereof included within a strip of land crossing the above described parcel located at about station 444 + 75 of the center line of the railroad, and shown in green coloring on the Plans and Profiles of 1916.

Slope rights.

TOGETHER WITH the right to fill in with earth, rock and other material, lands under water of the City adjoining the above described premises, on the west, to such extent

as may be necessary to support the tracks and roadbed of the railroad to be constructed by the Railroad Company upon the above described premises, until such time as said adjoining lands of the City may be filled in.

PARCEL No. 44.

BEGINNING at a point in the westerly exterior line of land of the Railroad Company, distant thirty-three (33) feet at right angles from the monumented center line of the railroad of said Railroad Company, measured at station 485 + 96 of said center line; Station 485 + 96
to station 516 + 50.

And running thence westerly at right angles to said center line, nine (9) feet;

Thence northerly, one hundred and fifty-four (154) feet, more or less, to a point distant westerly thirty-six (36) feet at right angles from said center line, measured at station 487 + 49.51 of said center line;

Thence continuing northerly by a curved line convex to the west, drawn with a radius of three thousand and thirty-six (3036) feet, more or less, concentric with said center line, five hundred and fifty-seven (557) feet, more or less, to a point opposite station 493 + 01 of said center line;

Thence continuing northerly, parallel with and distant thirty-six (36) feet at right angles from said center line, eight hundred and eighty-eight and forty-six hundredths (888.46) feet, more or less, to a point opposite station 501 + 89.46 of said center line;

Thence continuing northerly by a curved line convex to the east, drawn with a radius of seven thousand nine hundred and sixty-four (7964) feet, more or less, concentric with said center line, one thousand (1000) feet, more or less, to a point opposite station 511 + 94.76 of said center line;

Thence continuing northerly, parallel with and distant

thirty-six (36) feet at right angles from said center line, four hundred and fifty-five (455) feet, more or less, to a point in the shore line or high water mark of the Hudson or North River opposite station $516 + 50 \pm$ of said center line;

Thence southeasterly along the shore line or high water mark of said river, forty (40) feet, more or less, to the westerly exterior line of land of said Railroad Company;

Thence southerly along said westerly exterior line, parallel with said center line, three thousand and fifty (3050) feet, more or less, to the place of beginning;

Slope rights.

TOGETHER WITH the right to fill in with earth, rock and other material, lands under water of the City westerly of the above described premises to such extent as may be necessary to support the roadbed and tracks of the railroad to be constructed by the Railroad Company upon the above described premises, until such time as said adjoining lands of the City may be filled in.

PARCEL No. 45.

Station $519 + 90$
to station $542 + 90$.

BEGINNING at the point formed by the intersection of the westerly exterior line of land of the Railroad Company, with the shore line or high water mark of the Hudson or North River, said point of beginning being distant thirty-three (33) feet radially from the monumented center line of the railroad of said Railroad Company, measured at station $519 + 90 \pm$ of said center line;

And running thence westerly radially to said center line, seven (7) feet;

Thence northerly, four hundred and forty-nine (449) feet, more or less, to a point distant westerly forty-six (46) feet at right angles from said center line, measured at station $524 + 40.66$ of said center line;

Thence continuing northerly by a curved line, convex

to the east, drawn with a radius of eight thousand (8000) feet, more or less, one thousand four hundred and nine (1409) feet, more or less, to a point distant westerly fifty-seven (57) feet at right angles from said center line, measured at station 538 + 49.52 of said center line;

Thence continuing northerly, four hundred and fifty (450) feet, more or less, to a point in the division line between land of the City, and land now or formerly of Julia B. Hinchman under grant dated May 31st, 1870, distant westerly sixty-two (62) feet at right angles from said center line;

Thence easterly along said division line, twenty-nine (29) feet, or more, to the westerly exterior line of land of said Railroad Company;

Thence southerly along said westerly exterior line, parallel with said center line, two thousand, two hundred and ninety-five (2295) feet, more or less, to the place of beginning;

TOGETHER WITH the right to fill in with earth, rock, and other material, lands under water of the City, westerly of and adjoining the above described premises, to such extent as may be necessary to support the tracks and road-bed of the railroad to be constructed by the Railroad Company upon the premises above described, until such time as said adjoining lands of the City may be filled in.

Slope rights.

In respect of that portion of the parcel of land above described between a line about three hundred (300) feet southerly from the southerly line of Dyckman Street and a line about fifteen hundred (1,500) feet southerly from the southerly line of Dyckman Street, in case any portion thereof is not used by the Railroad Company for the purposes of making the changes provided for in the agreement between the Board and the Railroad Company within the time mentioned in Section 4 of Article Three of the said agreement, then in such case title to such portion of said parcel not so used shall, at the option of the

Reconveyance.

City, be granted and conveyed to the City by the Railroad Company, upon payment by the City to the Railroad Company of the same price per square foot as the Railroad Company is paying the City therefor under said agreement.

PARCEL No. 46.

Bulkhead line to railroad right of way west of the Hendrick Hudson Bridge.

BOUNDED northerly and westerly by land of the Railroad Company as shown on the Plans and Profiles of 1916;

Easterly by the westerly line of the proposed Hendrick Hudson Memorial Bridge as shown on the Plans and Profiles of 1916;

And southerly by the Pier and Bulkhead Line on the northerly side of the Harlem River Ship Canal.

PARCEL No. 47.

Triangular parcel east of Hendrick Hudson Bridge.

BEING a triangular-shaped parcel of land, bounded northerly by land of the Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the Pier and Bulkhead Line on the northerly side of the Harlem River Ship Canal;

And westerly by the easterly line of the proposed Hendrick Hudson Memorial Bridge as shown on the Plans and Profiles of 1916.

PARCEL No. 48.

West of railroad right of way north of Spuyten Duyvil Creek.

BOUNDED northerly by land under water of Elizabeth J. Cox and others and by land of the Railroad Company at about station 594 + 55;

Easterly by land of said Railroad Company as shown on the Plans and Profiles of 1916;

Southerly by the Pier and Bulkhead Line on the northerly side of the Harlem River Ship Canal;

And westerly by a line drawn northwardly from a point in said Pier and Bulkhead Line, distant westerly one hundred and twenty-eight (128) feet, more or less, at right angles from the monumented center line of the railroad

of said Railroad Company, measured at station 587 + 03 $\pm$ of said center line, to a point in the southerly boundary line of land under water of said Cox and others, distant westerly one hundred and seventy-seven (177) feet, more or less, from said center line, measured along said southerly boundary line of lands under water of said Cox and others.

RESERVING to the City as to Parcel No. 48 above described all riparian and other rights in and to the lands under water westerly thereof, with the right to fill in and otherwise use said lands under water westerly thereof as to the City may seem proper.

Reservation by
City.

II.

The easements required for the construction, equipment, maintenance and operation of the railroad of the Railroad Company in, through and upon all those parcels of land in the Borough of Manhattan, City of New York, bounded and described as follows:

Easements grant
ed by City.

PARCEL No. 1.

BEGINNING at a point in the southerly line of West Seventy-Second (72nd) Street (discontinued and closed) said point being distant easterly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

W. 72nd to W.
129th Streets.

And running thence westerly along the southerly line of West Seventy-Second (72nd) Street (discontinued and closed) two hundred and ninety-three (293) feet;

Thence northerly five hundred and seventy-two (572) feet, more or less, to a point distant westerly about one hundred and eighty-nine (189) feet, at right angles from said center line, measured at station 191 + 25 of said center line;

Thence northerly and northeasterly by a curved line convex to the west, drawn with a radius of about four hundred and ninety-seven (497) feet, one hundred and thirty-five (135) feet, more or less, to a point distant westerly one hundred and fifty-six (156) feet, at right angles from said center line, measured at station 192 + 55 of said center line;

Thence northeasterly along a straight line drawn from the termination of the last above described course, to a point distant westerly thirty-three and five tenths (33.5) feet, at right angles from said center line, measured at station 195 + 58 of said center line, one hundred and thirty-four (134) feet, more or less, to a point opposite station 193 + 80 of said center line;

Thence northwesterly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northeasterly, parallel with said straight line, drawn northwardly as last above described, thirty-six (36) feet;

Thence southeasterly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northeasterly along said straight line, drawn northwardly as above described, one hundred and fifty-eight (158) feet, more or less, to said point distant westerly thirty-three and five tenths (33.5) feet, at right angles from said center line, measured at said station 195 + 58 of said center line;

Thence northerly along a curved line, convex to the east, drawn with a radius of about eight hundred (800) feet, one hundred and ninety-three (193) feet, more or less, to a point distant easterly eleven (11) feet, radially from said center line, measured at station 197 + 46 of said center line;

Thence northerly, by a straight line, six hundred and seventy-eight (678) feet, more or less, to a point in the southerly line of West Seventy-Ninth (79th) Street, distant easterly eleven (11) feet, at right angles from said center line;

Thence westerly along the southerly line of West Seventy-Ninth (79th) Street, forty-two and five tenths (42.5) feet, more or less, to a point distant westerly thirty-one and five tenths (31.5) feet at right angles from said center line;

Thence northerly by a straight line, five hundred and ninety-nine (599) feet, more or less, to a point distant westerly forty-three (43) feet, at right angles from said center line, measured at station $210 + 23$ of said center line;

Thence easterly at right angles to said center line, forty-two (42) feet;

Thence northerly by a straight line, twenty-seven (27) feet, more or less, to a point opposite station $210 + 50$ of said center line;

Thence continuing northerly, along a straight line two hundred and fifty-seven (257) feet, more or less, to a point distant easterly eighteen and five tenths (18.5) feet, at right angles from said center line, measured at station $213 + 07$ of said center line;

Thence continuing northerly, along a straight line one hundred and sixty-one (161) feet, more or less, to a point distant easterly seven (7) feet, at right angles from said center line, measured at station $214 + 67$ of said center line;

Thence continuing northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly eighteen (18) feet, at right angles from said center line, measured at station $225 + 50$ of said center line,

five hundred and thirteen (513) feet, more or less, to a point opposite station $219 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet to a point opposite station $220 + 16$ of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet to said straight line, drawn northwardly, as above described;

Thence northerly along said straight line, drawn northwardly, as above described, five hundred and thirty-four (534) feet, more or less, to said point distant westerly eighteen (18) feet at right angles from said center line, measured at said station $225 + 50$ of said center line;

Thence continuing northerly by a straight line drawn northwardly from the termination of the last described course, to a point distant westerly fourteen (14) feet radially from said center line, measured at station $228 + 83$ of said center line, one hundred and sixty-three (163) feet, more or less, to a point opposite station $227 + 13$ of said center line;

Thence westerly at right angles to said straight line drawn northwardly as above described, thirteen (13) feet;

Thence northerly by a straight line, parallel to said straight line drawn northwardly as above described, seventy (70) feet, to a point opposite station $227 + 83$ of said center line;

Thence easterly at right angles to the last above de-

scribed course, thirteen (13) feet to a point in said straight line;

Thence northerly along said straight line drawn northwardly as above described about one hundred (100) feet to said point distant westerly fourteen (14) feet radially from said center line, measured at station $228 + 83$ of said center line;

Thence northerly, by a curved line, convex to the west, drawn with a radius of three thousand and forty-six (3046) feet, three hundred and ninety-four (394) feet, more or less, to a point distant westerly, fourteen (14) feet radially from said center line, measured at station $232 + 75$ of said center line;

Thence northerly by a straight line, three hundred and thirty (330) feet, more or less, to a point distant westerly eighteen (18) feet at right angles from said center line, measured at station $236 + 04$ of said center line;

Thence northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly thirty-one (31) feet radially from said center line, measured at station $239 + 66$ of said center line, seventy-seven (77) feet, more or less, to a point opposite station $236 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet to a point opposite station $237 + 16$ of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northerly along said straight line, drawn northwardly as above described, two hundred and fifty (250) feet, more or less, to said point distant westerly thirty-one (31) feet radially from said center line, measured at station $239 + 66$ of said center line;

Thence continuing northerly by a curved line convex to the east, drawn with a radius of eleven thousand four hundred and fifty-nine (11,459) feet, two hundred and sixty (260) feet, more or less, to a point distant westerly thirty-three and seven tenths (33.7) feet radially from said center line, measured at station $242 + 26$ of said center line;

Thence continuing northerly by a curved line, convex to the east, drawn with a radius of five thousand six hundred and eighty-two (5682) feet, six hundred and ninety-one (691) feet, more or less, to a point distant westerly twenty (20) feet, at right angles from said center line measured at station $249 + 17$ of said center line;

Thence northerly by a curved line convex to the east drawn with a radius of eleven thousand four hundred and fifty-nine (11,459) feet sixty-eight (68) feet, more or less, to a point in the southerly line of West Ninety-Sixth (96th) Street, distant westerly nineteen (19) feet at right angles from said center line;

Thence westerly along the southerly line of West Ninety-Sixth (96th) Street, forty-two (42) feet, more or less, to a point distant westerly sixty-one (61) feet, at right angles from said center line;

Thence northerly, by a straight line four hundred and seventy-three (473) feet, more or less, to a point opposite station $254 + 59$ of said center line;

Thence easterly at right angles to said center line, forty-two (42) feet;

Thence northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly three and five tenths (3.5) feet, at right angles from said center line, measured at station $280 + 16$ of said center line, eight hundred and thirty-three (833) feet, more or less, to a point opposite station $262 + 92$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, thirteen (13) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, ninety-eight (98) feet;

Thence westerly at right angles to said straight line, drawn northwardly as above described, fifteen (15) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet to a point opposite station $264 + 26$ of said center line;

Thence easterly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northerly along said straight line, drawn northwardly as above described, one thousand five hundred and fifty-four (1554) feet, more or less, to a point opposite station $279 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, thirty-six (36) feet to a point opposite station $280 + 16$ of said center line;

Thence easterly at right angles to said straight line,

drawn northwardly as above described, twenty-eight (28) feet, to a point in said straight line, drawn northwardly as above described;

Thence northerly by a straight line, one hundred and sixty-nine (169) feet, more or less, to a point distant westerly four and five tenths (4.5) feet radially from said center line, measured at station $281 + 85$ of said center line;

Thence northerly by a curved line, convex to the east, drawn with a radius of ten thousand (10,000) feet, nine hundred and two (902) feet, more or less, to a point distant westerly four and five tenths (4.5) feet radially from said center line, measured at station $290 + 87$ of said center line;

Thence northerly by a straight line, one hundred and seventy (170) feet, more or less, to a point distant westerly three and five tenths (3.5) feet at right angles from said center line, measured at station $292 + 57$ of said center line;

Thence northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly seven and five tenths (7.5) feet radially from said center line, measured at station $295 + 00$ of said center line, twenty-three (23) feet, more or less, to a point opposite station $292 + 80$ of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet;

Thence easterly at right angles to said straight line, drawn northwardly as above described, twenty-eight

(28) feet to a point in said straight line, drawn northwardly as above described;

Thence northerly along said straight line, drawn northwardly as above described, one hundred and eighty-four (184) feet, more or less, to said point, distant westerly seven and five tenths (7.5) feet, radially from said center line, measured at said station 295 + 00 of said center line;

Thence northerly by a curved line convex to the west, drawn with a radius of two thousand eight hundred and sixty-four and ninety-three hundredths (2864.93) feet, ninety (90) feet, more or less, to a point distant westerly eleven and five tenths (11.5) feet, radially from said center line, measured at station 295 + 90 of said center line.

Thence northerly by a straight line, four hundred and sixty (460) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from said center line, measured at station 300 + 50 of said center line;

Thence northerly by a curved line, convex to the west, drawn with a radius of five thousand seven hundred and twenty-nine and sixty-five hundredths (5729.65) feet, three hundred and thirty-five (335) feet, more or less, to a point distant westerly thirty-nine (39) feet, at right angles from said center line, measured at station 303 + 85 of said center line;

Thence northerly along a straight line, drawn northwardly from the termination of the last above described course, to a point distant westerly fifty-six and five tenths (56.5) feet, radially from said center line, measured at station 310 + 21 of said center line, six hundred and twelve (612) feet, more or less, to a point opposite station 309 + 90 of said center line;

Thence westerly at right angles to said straight line, drawn northwardly as last above described, twenty-eight (28) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet;

Thence easterly at right angles to said straight line, drawn northwardly as above described, fifteen (15) feet to a point opposite station 310 + 26 of said center line;

Thence northerly forty (40) feet to a point distant westerly thirteen (13) feet, radially from the second hereinafter described course;

Thence easterly thirteen (13) feet radially from the next hereinafter described course;

Thence northerly, by a curved line, convex to the east, drawn with a radius of eleven thousand four hundred and fifty-nine and two tenths (11,459.2) feet, drawn northwardly from a point distant westerly fifty-six and five tenths (56.5) feet radially from said center line measured at station 310 + 21 of said center line, to a point distant westerly sixty and five tenths (60.5) feet, radially from said center line, measured at station 312 + 53 of said center line, one hundred and seventy-five (175) feet, more or less;

Thence continuing northerly by a curved line, convex to the east, drawn with a radius of two thousand eight hundred and sixty-four and ninety-three hundredths (2864.93) feet, eighty-one (81) feet, more or less, to a point distant westerly sixty and five tenths (60.5) feet, radially from said center line, measured at station 313 + 34 of said center line;

Thence continuing northerly, by a curved line, convex to the east, drawn with a radius of eleven thousand, four hundred and fifty-nine and two tenths (11,459.2) feet, two hundred and twenty-eight (228) feet, more or less, to a point distant westerly fifty-five and five tenths (55.5) feet, at right angles from said

center line, measured at station $315 + 66$ of said center line;

Thence northerly by a straight line, five hundred and sixty-two (562) feet, more or less, to a point distant westerly fifty and five tenths (50.5) feet, at right angles from said center line, measured at station $321 + 28$ of said center line;

Thence northerly by a curved line, convex to the west, drawn with a radius of two thousand two hundred and ninety-two and one hundredth (2292.01) feet, two hundred and thirty-five (235) feet, more or less, to a point distant westerly thirty-five (35) feet at right angles from said center line, measured at station $323 + 63$ of said center line;

Thence continuing northerly by a curved line, convex to the west, drawn with a radius of three thousand one hundred and twenty-five and thirty-six hundredths (3125.36) feet, two hundred and thirty-nine (239) feet, more or less, to station $326 + 00$ of said center line;

Thence continuing northerly by a curved line, convex to the west, drawn northwardly with a radius of three thousand four hundred and thirty-seven and eighty-seven hundredths (3437.87) feet, from the termination of the last above described course, to a point distant easterly thirty-seven and five tenths (37.5) feet radially from said center line, measured at station $329 + 37$ of said center line, one hundred and eighty-two (182) feet, more or less;

Thence westerly radially to said curved line, drawn as last above described, twenty-eight (28) feet;

Thence northerly, concentric with said curved line, drawn northwardly as above described, thirty-six (36) feet to a point opposite station $328 + 18$ of said center line;

Thence easterly, radially to said curved line, drawn

northwardly as above described, twenty-eight (28) feet to a point opposite station 328 + 18 of said center line;

Thence northerly, along said curved line, drawn northwardly as above described, one hundred and nineteen (119) feet, more or less, to said point distant easterly thirty-seven and five tenths (37.5) feet, radially from said center line, measured at said station 329 + 37 of said center line;

Thence northerly by a straight line, six hundred and fifty-eight (658) feet, more or less, to a point distant easterly sixty-nine (69) feet, at right angles from said center line, measured at station 336 + 00 of said center line;

Thence northerly, by a straight line, two hundred and ten (210) feet, more or less, to a point in the southerly line of West One Hundred and Twenty-Ninth (129th) Street, distant easterly thirty-two (32) feet at right angles from said center line;

Thence easterly along the southerly line of West One Hundred and Twenty-Ninth (129th) street, one hundred and fifty-seven (157) feet;

Thence southerly two hundred and thirty (230) feet, more or less, to a point distant easterly one hundred and seventy-eight (178) feet, at right angles from said center line, measured at station 336 + 00 of said center line;

Thence southerly, by a straight line, six hundred and fifty-five (655) feet, more or less, to a point distant easterly one hundred and forty-six and five tenths (146.5) feet, radially from said center line, measured at station 329 + 29 of said center line;

Thence southerly by a curved line, convex to the west, drawn with a radius of three thousand four hundred and thirty-seven and eighty-seven hundredths

(3437.87) feet, one thousand (1000) feet, more or less, to a point distant easterly forty-one (41) feet at right angles from said center line, measured at station 319 + 05 of said center line;

Thence southerly, four hundred and fifty-five (455) feet, more or less, to a point distant easterly thirty-eight (38) feet, radially from said center line, measured at station 314 + 50 of said center line;

Thence southerly by a curved line, convex to the east, drawn with a radius of two thousand eight hundred and sixty-four and ninety-three hundredths (2864.93) feet, three hundred and fifteen (315) feet, more or less, to a point distant easterly thirty-six and five tenths (36.5) feet, radially from said center line, measured at station 311 + 37 of said center line;

Thence southerly by a straight line, six hundred and seventy-seven (677) feet, more or less, to a point distant easterly fifty-five and five tenths (55.5) feet, at right angles from said center line, measured at station 304 + 60 of said center line;

Thence continuing southerly by a straight line, one hundred and fifty (150) feet, more or less, to a point distant easterly fifty-four and five tenths (54.5) feet at right angles from said center line, measured at station 303 + 10 of said center line;

Thence continuing southerly by a curved line, convex to the west, drawn with a radius of about five thousand seven hundred and twenty-nine and sixty-three hundredths (5729.63) feet, one hundred and eighty-five (185) feet, more or less, to a point distant easterly fifty-seven and five tenths (57.5) feet, at right angles from said center line, measured at station 301 + 25 of said center line;

Thence continuing southerly by a straight line, one hundred and fifty (150) feet, more or less, to a point

distant easterly sixty-four (64) feet, at right angles from said center line, measured at station $299 + 75$ of said center line;

Thence continuing southerly by a straight line, three hundred and thirty-five (335) feet, more or less, to a point distant easterly eighty and five tenths (80.5) feet, at right angles from said center line, measured at station $296 + 40$ of said center line;

Thence continuing southerly by a straight line, fifty (50) feet, more or less, to a point distant easterly eighty-two and five tenths (82.5) feet, radially from said center line, measured at station $295 + 90$ of said center line;

Thence continuing southerly by a curved line, convex to the west, drawn with a radius of two thousand eight hundred and sixty-four and ninety-three hundredths (2864.93) feet, eighty-seven (87) feet, more or less, to a point distant easterly eighty-six and five tenths (86.5) feet, radially from said center line, measured at station $295 + 00$ of said center line;

Thence continuing southerly by a straight line, fifty (50) feet, more or less, to a point distant easterly eighty-eight and five tenths (88.5) feet radially from said center line, measured at station $294 + 50$ of said center line;

Thence continuing southerly by a straight line, two hundred and seventy-five (275) feet, more or less, to a point distant easterly ninety (90) feet at right angles from said center line, measured at station $291 + 72$ of said center line;

Thence continuing southerly by a curved line convex to the east, drawn with a radius of ten thousand (10,000) feet, one thousand and seventy-seven (1077) feet, more or less, to a point distant easterly ninety (90) feet, at right angles from said center line, measured at station $281 + 00$ of said center line;

Thence continuing southerly by a straight line, three thousand and eighteen (3018) feet, more or less, to a point distant easterly seventy-seven (77) feet, at right angles, from said center line, measured at station $250 + 82$ of said center line;

Thence continuing southerly by a straight line, one hundred and sixty-five (165) feet, more or less, to a point distant easterly seventy-five and seven tenths (75.7) feet, at right angles from said center line, measured at station $249 + 17$ of said center line;

Thence continuing southerly by a curved line convex to the east, drawn with a radius of five thousand seven hundred and seventy-eight (5778) feet, seven hundred (700) feet, more or less, to a point distant easterly sixty-two (62) feet, radially from said center line, measured at station $242 + 26$ of said center line;

Thence continuing southerly by a straight line, one hundred and sixty-six (166) feet, more or less, to a point distant easterly sixty-one and five tenths (61.5) feet radially from said center line, measured at station $240 + 60$ of said center line;

Thence continuing southerly by a straight line, ninety-four (94) feet, more or less, to a point distant easterly sixty-two and five tenths (62.5) feet, radially from said center line, measured at station $239 + 66$ of said center line;

Thence continuing southerly by a straight line three hundred and sixty-two (362) feet, more or less, to a point distant easterly seventy-five and five tenths (75.5) feet, at right angles from said center line, measured at station $236 + 04$ of said center line;

Thence continuing southerly by a straight line, three hundred and twenty-two (322) feet, more or less, to a point distant easterly eighty and four tenths (80.4) feet, radially from said center line, measured at station $232 + 75$ of said center line;

Thence continuing southerly, by a curved line, convex to the west, drawn with a radius of two thousand nine hundred and fifty-two (2952) feet, three hundred and eighty-two (382) feet, more or less, to a point distant easterly eighty (80) feet radially from said center line, measured at station $228 + 83$ of said center line;

Thence continuing southerly by a straight line, three hundred and twenty-four (324) feet, more or less, to a point distant easterly seventy-five (75) feet, at right angles from said center line, measured at station $225 + 50$ of said center line;

Thence continuing southerly by a straight line, one thousand and ninety-four (1094) feet, more or less, to a point distant easterly one hundred and five tenths (100.5) feet, at right angles from said center line, measured at station $214 + 67$ of said center line;

Thence continuing southerly by a straight line, one hundred and sixty (160) feet, more or less, to a point distant easterly one hundred and fourteen and two tenths (114.2) feet, at right angles from said center line, measured at station $213 + 07$ of said center line;

Thence continuing southerly by a curved line, convex to the east, drawn with a radius of five thousand, seven hundred and seventy-eight (5778) feet, two hundred and fifty-seven (257) feet, more or less, to a point distant easterly one hundred and twenty-seven (127) feet, at right angles from said center line, measured at station $210 + 50$ of said center line;

Thence continuing southerly by a straight line, one hundred and sixty-five (165) feet, more or less, to a point distant easterly one hundred and twenty-eight and five tenths (128.5) feet at right angles from said center line, measured at station $208 + 85$ of said center line;

Thence continuing southerly by a straight line, one hundred and eighty-five (185) feet, more or less, to a point distant easterly one hundred and thirty-one and two tenths (131.2) feet at right angles from said center line, measured at station 207 + 00 of said center line;

Thence continuing southerly by a straight line, one thousand five hundred and twenty-seven (1527) feet, more or less, to a point distant easterly seventy-one (71) feet, at right angles from said center line, measured at station 191 + 60 of said center line;

Thence continuing southerly by a straight line, three hundred and thirty-two (332) feet, more or less, to a point distant easterly thirty-seven and five tenths (37.5) feet at right angles from said center line, measured at station 188 + 30 of said center line;

Thence continuing southerly by a curved line, convex to the west, drawn with a radius of two thousand eight hundred and sixty-five (2865) feet, one hundred and seventy (170) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line, measured at station 186 + 60 of said center line;

Easements to be
exercised below
covering or roof.

Thence continuing southerly, parallel with said center line, one hundred and forty-eight (148) feet, more or less, to the place of beginning.

The easements herein granted in said Parcel No. 1 between the southerly line of West Seventy-Second (72nd) Street and station 336 + 00 are to be exercised below the covering or roof provided for in subdivision B of Section 3 of Article Three of the agreement between the Board and the Railroad Company; the abutments and supports, including retaining walls of such covering or roof, are to be built by the Railroad Company for and on behalf of, and upon lands owned or to be acquired by, the

Railroad facilities.

City, and the said covering or roof and the supporting structures are to be and remain the property of the City; Together with the easements required for the construction and maintenance of circuit breaker houses, signal towers, battery houses and ventilating chambers and the inlets and outlets thereof, as shown on the Plans and Profiles of 1916, reasonably required in connection with the operation of the railroad of the Railroad Company, upon those portions of the parcel of land above described upon which said structures are shown to be constructed upon the Plans and Profiles of 1916; said structures, except the ventilating inlets and outlets shall be below the covering or roof above mentioned and the design for the ventilating inlets and outlets shall be subject to the approval of the Board.

Railroad facilities.

Together also with the easements required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems, of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, all of which are to be attached to the covering or roof above referred to, and carried by and in the walls of the supporting structures of such covering or roof; all of the facilities and appliances above mentioned, together with the working conductors, signalling system and other power and lighting circuits may be connected as required with the communicating and transmission lines; splicing chambers may be located at intervals of approximately four hundred (400) feet

along the course of the conduits carrying the transmission lines of the Railroad Company in the walls of the supporting structures of the covering or roof above mentioned, and ducts for the ventilation of said splicing chambers may be carried to the surface of the ground above the same at suitable locations.

Together also with the easement required for the construction and maintenance of the drainage pipes, in accordance with plans to be approved by the Board, reasonably required in connection with the operation of the railroad of the Railroad Company, below the surface of the ground extending westerly from the parcel of land above described to the waters of the Hudson River.

Drainage.

PARCEL No. 2.

BEGINNING at a point in the center line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed), said point being distant easterly thirty-three (33) feet at right angles from the monumented center line of the railroad of the Railroad Company;

W. 153rd Street
to station 406 + 15.

And running thence westerly along the center line of West One Hundred and Fifty-Third (153rd) Street (discontinued and closed) eight (8) feet, or more, to a point distant easterly twenty-five (25) feet at right angles from said center line;

Thence northerly, parallel with said center line, two hundred and ninety-seven (297) feet, more or less, to a point opposite station 405 + 07.26 of said center line;

Thence continuing northerly one hundred and eight (108) feet, more or less, to a point distant easterly thirty-three (33) feet at right angles from said center line, measured at station 406 + 15.26 of said center line;

Thence southerly, parallel with said center line, four hundred and eight (408) feet, more or less, to the place of beginning.

The easements herein granted are to be exercised below

the Riverside Drive Viaduct as the said viaduct is now constructed and maintained or at any time hereafter may be lawfully constructed and maintained thereover.

PARCEL No. 3.

W. 158th Street.

BEGINNING at a point in a line drawn westwardly, at right angles to the monumented center line of the railroad of the Railroad Company from the point formed by the intersection of the southerly line of West One Hundred and Fifty-Eighth (158th) Street with the easterly exterior line of land of said Railroad Company, said point of beginning being distant westerly thirty-three (33) feet at right angles from said center line;

And running thence westerly along said line, drawn westwardly as above described, twenty-six and two tenths (26.2) feet;

Thence northerly, parallel with said center line, sixty-two (62) feet, more or less, to a point in a line, drawn westwardly at right angles to said center line, from the point formed by the intersection of the northerly line of West One Hundred and Fifty-Eighth (158th) Street with the easterly exterior line of land of said Railroad Company;

Thence easterly along said line, drawn westwardly as last above described, twenty-six and two tenths (26.2) feet;

Thence southerly, parallel with said center line, sixty-two (62) feet, more or less, to the place of beginning.

The easements herein granted are to be exercised below the highway bridge over the tracks of the railroad at West One Hundred and Fifty-Eighth (158th) Street.

Together as to said Parcel No. 3 with the easements required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and

Railroad facilities.

cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company) or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, to be attached to the highway bridge above mentioned to be constructed over the parcel of land above described, and to be attached to and carried by or in the supporting structures of such highway bridge.

PARCEL No. 4.

BEGINNING at a point distant westerly twenty-seven and six hundred and sixty-five thousandths (27.665) feet, radially from the monumented center line of the railroad of the Railroad Company, measured at station 462 + 00 of said center line;

Fort Washington
Park.

And running thence northerly parallel with said center line, one thousand three hundred (1300) feet, more or less, to a point opposite station 475 + 00 of said center line;

Thence easterly radially to said center line fifty-five and thirty-three hundredths (55.33) feet to a point distant easterly twenty-seven and six hundred and sixty-five thousandths (27.665) feet radially from said center line;

Thence southerly along a line, parallel with said center line, one thousand three hundred (1300) feet, more or less, to a point opposite said station 462 + 00 of said center line;

And thence westerly radially to said center line fifty-five and thirty-three hundredths (55.33) feet to the place of beginning.

Easements to
be exercised be-
low covering or
roof.

The easements herein granted are to be exercised below the covering or roof provided for in subdivision II of Section 3 of Article Three of the said agreement between the Board and the Railroad Company, the abutments and supports, including retaining walls of such covering or roof, to be built by the Railroad Company for and on behalf of, and upon lands owned or to be acquired by, the City, and the said covering or roof and the supporting structures thereof to be and remain the property of the City.

Railroad facili-
ties.

Together also with the easements required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, all of which are to be attached to the covering or roof above referred to, and carried by and in the walls of the supporting structures of such covering or roof; all of the facilities and appliances above mentioned, together with the working conductors, signalling system and other power and lighting circuits may be connected as required with the communicating and transmission lines; splicing chambers may be located at intervals of approximately four hundred (400) feet along the course of the conduits carrying the transmission lines of the Railroad Company in the walls of the supporting structures of the covering or roof above mentioned, and ducts for the ventilation of said splicing chambers may be carried to the surface of the ground above the same at suitable locations.

Together also with the easement required for the construction and maintenance of the drainage pipes, in accordance with plans to be approved by the Board, reasonably required in connection with the operation of the railroad of the Railroad Company, below the surface of the ground extending westerly from the parcel of land above described to the waters of the Hudson River.

Drainage.

PARCEL No. 5.

BEGINNING at a point in the northerly line of Dyckman Street, said point being distant westerly fifty (50) feet radially from the monumented center line of the railroad of the Railroad Company;

Inwood Hill.

And running thence northerly three hundred and thirteen (313) feet, more or less, to a point in said center line at station 550 + 25 of said center line;

Thence northerly along the prolongation of the last above described course one hundred and thirty-two (132) feet, more or less, to a corner or angle opposite station 551 + 55 of said center line;

Thence easterly at right angles to the above described course, six and thirty-three hundredths (6.33) feet;

Thence northerly along a straight line drawn northwardly from the termination of the last above described course, to a point distant easterly one hundred and twenty-eight (128) feet radially from said center line, measured at station 573 + 60 of said center line, one thousand two hundred and forty (1240) feet;

Thence westerly at right angles to said straight line, drawn northwardly as above described, thirty-six (36) feet;

Thence northerly, parallel with said straight line, drawn northwardly as above described, thirty-six (36) feet;

Thence easterly at right angles to said straight line,

drawn northwardly as above described, thirty-six (36) feet to a point in said straight line, drawn northwardly as above described;

Thence northerly along said straight line, drawn northwardly as above described, nine hundred and one (901) feet, more or less, to said point distant easterly one hundred and twenty-eight (128) feet, radially from said center line, measured at said station 573 + 60 of said center line;

Thence northerly by a curved line convex to the west, drawn with a radius of two thousand nine hundred (2900) feet, three hundred and sixty-eight (368) feet, more or less, to a point distant easterly one hundred and three (103) feet, radially from said center line, measured at station 577 + 35 of said center line;

Thence westerly radially to the last above described course, eleven (11) feet;

Thence northerly by a straight line, seventy-five (75) feet to a point distant easterly eighty-eight and five tenths (88.5) feet, radially from said center line, measured at station 578 + 10 of said center line;

Thence easterly radially to the next hereinafter described course, eleven (11) feet;

Thence northerly by a curved line, convex to the west, drawn with a radius of two thousand nine hundred (2900) feet, eighty-seven (87) feet, more or less, to a point distant easterly ninety-five and five tenths (95.5) feet radially from said center line, measured at station 579 + 02 of said center line;

Thence continuing northerly by a straight line, fifty-nine (59) feet, more or less, to a point in the Pier and Bulkhead Line on the southerly side of the Harlem River Ship Canal, approved by the Secretary of War, January 22nd, 1915, said point being distant easterly ninety-two and five tenths (92.5) feet, radially from said center

line, measured at about station $579 + 60$ of said center line;

Thence easterly along said Pier and Bulkhead Line, one hundred and nine (109) feet, more or less, to a point distant easterly one hundred and fifty-seven and five tenths (157.5) feet at right angles from said center line, measured at about station $580 + 52$ of said center line;

Thence southerly by a straight line, one hundred and forty-two (142) feet, more or less, to a point distant easterly one hundred and sixty-six and seventeen hundredths (166.17) feet, radially from said center line, measured at said station $579 + 02$ of said center line;

Thence southerly by a curved line convex to the west, drawn with a radius of about two thousand eight hundred and thirty (2830) feet, five hundred and eighteen (518) feet, more or less, to a point distant easterly one hundred and ninety-eight and sixty-seven hundredths (198.67) feet, radially from said center line, measured at said station $573 + 60$ of said center line;

Thence continuing southerly by a straight line parallel to the straight line drawn northwardly as hereinbefore described, nine hundred and one (901) feet, more or less, to a point opposite station $564 + 43$ of said center line;

Thence easterly at right angles to the last above described course, thirty-six (36) feet;

Thence southerly at right angles to the above described course, thirty-six (36) feet;

Thence westerly at right angles to the above described course, thirty-six (36) feet;

Thence southerly by a straight line parallel to the straight line drawn northwardly as hereinbefore described one thousand two hundred and forty (1240) feet, more or less, to a point opposite station $551 + 45$ of said center line;

Thence easterly at right angles to the last above described course, six and thirty-three hundredths (6.33) feet;

Thence southerly, parallel with the course second hereinabove described, one hundred and eighty-five (185) feet, more or less, to a point in the north wall on the land of the New York Magdalen Home, distant easterly, seventy-six and five tenths (76.5) feet, radially from said center line measured at station $549 + 62$ of said center line;

Thence westerly, along said north wall, three and five tenths (3.5) feet, more or less, to the westerly corner of said north wall, distant easterly seventy-three (73) feet, radially from said center line, measured at said station $549 + 62$ of said center line;

Thence southerly, along the westerly wall on the land of said New York Magdalen Home, twenty (20) feet, more or less, to a point distant easterly, seventy-three (73) feet, radially from said center line, measured at station $549 + 42$ of said center line;

Thence southerly two hundred and seven (207) feet, more or less, to a point distant easterly fifty-one and thirteen hundredths (51.13) feet at right angles to the northerly prolongation of the tangent in said center line, extending next southerly to Dyckman Street, measured opposite station $547 + 40.15$ of said center line;

Thence southerly by a curved line convex to the west, drawn with a radius of eight thousand two hundred and one (8201) feet, seventy-four (74) feet, more or less, to a point in the northerly line of Dyckman Street, distant easterly forty-seven (47) feet, radially from said center line;

And thence westerly along the northerly line of Dyckman Street, one hundred and eight (108) feet, more or less, to the place of beginning.

The easements herein granted in and to Parcel No. 5 above described between station 551 + 50 and station 577 + 00 are to be exercised below the covering or roof provided for in subdivision A of Section 4 of Article Three of the agreement between the Board and the Railroad Company; the abutments and supports, including retaining walls of such covering or roof, are to be built by the Railroad Company for and on behalf of, and upon lands owned or to be acquired by, the City, and the said covering or roof and the supporting structures thereof are to be and remain the property of the City;

Easements to be exercised below covering or roof.

Together with the easements required for the construction and maintenance of signal tower, battery house and ventilating chambers and the inlets and outlets thereof, as shown on the Plans and Profiles of 1916, reasonably required in connection with the operation of the railroad of the Railroad Company, upon those portions of the parcel of land above described upon which said structures are shown to be constructed on the Plans and Profiles of 1916; said structures, except the ventilating inlets and outlets and the signal tower and battery house shall be below the covering or roof above mentioned and the design for the ventilating inlets and outlets shall be subject to the approval of the Board.

Railroad facilities.

Together also with the easements required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems, of the Railroad Company,

Railroad facilities.

reasonably required in connection with the operation of the railroad of the Railroad Company, all of which are to be attached to the covering or roof above referred to, and carried by and in the walls of the supporting structures of such covering or roof; all of the facilities and appliances above mentioned, together with the working conductors, signalling system and other power and lighting circuits may be connected as required with the communicating and transmission lines; splicing chambers may be located at intervals of approximately four hundred (400) feet along the course of the conduits carrying the transmission lines of the Railroad Company in the walls of the supporting structures of the covering or roof above mentioned, and ducts for the ventilation of said splicing chambers may be carried to the surface of the ground above the same at suitable locations.

Drainage.

Together also with the easement required for the construction and maintenance of drainage pipes, in accordance with plans to be approved by the Board, reasonably required in connection with the operation of the railroad of the Railroad Company, below the surface of the ground extending westerly from the parcel of land above described to the waters of the Hudson River.

Supplemental instrument.

In respect of the portion of Parcel No. 5 above described, title to which shall not be vested in the City at the time of the execution and delivery of this Indenture, the City shall immediately upon the delivery hereof take steps to secure the vesting of the title thereof in the City, and upon the title thereof becoming vested in the City execute a supplemental instrument in writing conveying to the Railroad Company said easements herein described in and to such portions thereof as shall not be vested in the City at the time of the execution and delivery of this Indenture.

PARCEL No. 6.

BEGINNING at the point formed by the intersection of the southwesterly exterior line of land of the Railroad Company, with the southeasterly line of the proposed Hendrick Hudson Memorial Bridge as shown on the Plans and Profiles of 1916;

Hendrick Hudson
Memorial Bridge.

And running thence northwesterly along said southwesterly exterior line, fourteen (14) feet, more or less, to a corner or angle in said exterior line, distant one hundred and twenty-eight (128) feet, more or less, at right angles from the monumented center line of the railroad of the Railroad Company, formerly the railroad of the Spuyten Duyvil and Port Morris Railroad Company, measured at about station 585 + 60 of said center line;

Thence continuing northwesterly along said southwesterly exterior line, seventy (70) feet, more or less, to the northwesterly line of said proposed bridge;

Thence southwesterly, along the northwesterly line of said proposed bridge, thirty-seven (37) feet, more or less, to the Pier and Bulkhead Line on the northerly side of the Harlem River Ship Canal;

Thence southeasterly along said Pier and Bulkhead Line, eighty-one (81) feet, more or less, to the southeasterly line of said proposed bridge;

And thence northeasterly along the southeasterly line of said proposed bridge, six (6) feet, more or less, to the place of beginning.

The easements herein granted will be exercised below the Hendrick Hudson Memorial Bridge when constructed.

Easements to
be exercised be-
low bridge.

III.

The rights and easements required for the construction and maintenance of the track, shown on the said Plans and Profiles of 1916, and the operation of trains and cars thereon, and for the construction and use of drive-

Surface rights
and easements
granted by City
in marginal way
W. 125th to W.
141st Streets.

ways and for the storage of nonperishable material and for the construction of facilities for handling same, and for the construction of platforms and one story buildings for watchmen and yard offices, along, across and upon the surface of all those two parcels of land in the Borough of Manhattan, City of New York, bounded and described as follows:

PARCEL No. 1.

BEGINNING at a point distant northerly sixty (60) feet at right angles from the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed), said point of beginning being also distant westerly three hundred and forty-eight and five tenths (348.5) feet at right angles from the westerly line of Twelfth (12th) Avenue;

And running thence westerly, parallel with the southerly line of West One Hundred and Thirty-Fifth (135th) Street (discontinued and closed) seventy-six (76) feet;

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue, one thousand two hundred and twenty-six (1226) feet, more or less;

Thence northerly and northeasterly by a curved line, convex to the west, drawn with a radius of four hundred and seventy-eight (478) feet, tangent to the last above described course, one hundred and sixty-nine (169) feet, more or less, to a point of tangent in a line drawn parallel with and distant northwesterly twenty-four (24) feet at right angles from another line drawn northeastwardly from a point in the northerly line of West One Hundred and Forty-First (141st) Street (discontinued and closed) distant westerly two hundred and ninety-six and five tenths (296.5) feet, more or less, from the northwesterly corner of West One Hundred and Forty-First (141st) Street (discontinued and closed) and Twelfth

(12th) Avenue (discontinued and closed) to a point in the northerly line of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) distant westerly one hundred and seven (107) feet, more or less, from the northwesterly corner of West One Hundred and Forty-Third (143rd) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

Thence northeasterly along said line, drawn parallel as above described, two hundred and nineteen (219) feet, more or less;

Thence southerly by a curved line convex to the west, drawn with a radius of five hundred and two (502) feet, tangent to the last above described course, one hundred and sixty-nine (169) feet, more or less, to a point of tangent in a line, drawn parallel with and distant westerly three hundred and forty-eight and five tenths (348.5) feet at right angles from the westerly line of Twelfth (12th) Avenue;

Thence southerly, parallel with and distant westerly three hundred and forty-eight and five tenths (348.5) feet at right angles from the westerly line of Twelfth (12th) Avenue, one thousand, four hundred and thirty-two (1432) feet, more or less, to the place of beginning.

PARCEL No. 2.

BEGINNING at a point in the northerly line of West One Hundred and Thirty-Ninth (139th) Street (discontinued and closed), distant westerly three hundred and forty-eight and five tenths (348.5) feet from the northwesterly corner of West One Hundred and Thirty-Ninth (139th) Street (discontinued and closed) and Twelfth (12th) Avenue (discontinued and closed);

And running thence northeasterly seventy-one and five tenths (71.5) feet, more or less, to a point distant northerly sixty-six and five tenths (66.5) feet at right angles from the northerly line of West One Hundred and Thirty-

Ninth (139th) Street (discontinued and closed) and distant westerly three hundred and twenty-four and five tenths (324.5) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Thence northerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed) fifty-nine and five tenths (59.5) feet, more or less, to a point distant northwesterly twenty (20) feet at right angles from the northeasterly prolongation of the first above described course;

Thence southwesterly, parallel with the first above described course, seventy-one and five tenths (71.5) feet, more or less, to a point distant westerly three hundred and forty-eight and five tenths (348.5) feet at right angles from the westerly line of Twelfth (12th) Avenue (discontinued and closed);

Thence southerly, parallel with the westerly line of Twelfth (12th) Avenue (discontinued and closed) fifty-nine and five tenths (59.5) feet, more or less, to the place of beginning.

IV.

Overhead rights
for viaduct granted
by City.

The overhead rights required for the construction, equipment, maintenance and operation of the railroad of the Railroad Company upon an elevated viaduct with the necessary supporting structures thereof, and of the clearances and grades shown upon the said Plans and Profiles of 1916, upon, along and across all those fifty-three parcels of land hereinafter described:

PARCEL No. 1.

West Street and
King Street.

BEGINNING at the corner formed by the intersection of the easterly line of West Street with the northerly line of Canal Street;

And running thence westerly at right angles to the easterly line of West Street twenty-seven (27) feet;

Thence northerly, parallel with the easterly line of West Street, one thousand and twenty-two (1022) feet, more or less, to a point distant northerly eighty (80) feet from the westerly prolongation of the northerly line of King Street;

Thence easterly at right angles to the easterly line of West Street, twenty-seven (27) feet to said easterly line;

Thence southerly, along the easterly line of West Street, eighty (80) feet to the northerly line of King Street;

Thence easterly along the northerly line of King Street, one hundred and fifty-five (155) feet, more or less, to a point distant westerly ninety-five (95) feet, more or less, from the corner formed by the intersection of the northerly line of King Street with the westerly line of Washington Street;

Thence southerly, sixty-seven (67) feet, more or less, to a point in the southerly line of King Street, distant westerly eighty (80) feet, more or less, from the corner formed by the intersection of the southerly line of King Street with the westerly line of Washington Street;

Thence westerly along the southerly line of King Street, one hundred and sixty-four (164) feet, more or less, to the easterly line of West Street;

And thence southerly along the easterly line of West Street, eight hundred and seventy-seven (877) feet, more or less, to the place of beginning.

Together as to said Parcel No. 1 with the rights required for the construction and maintenance of subways as shown on the Plans and Profiles of 1916 for the carrying of steam, water, air, refrigerating and other pipes, and power and other cables under the surface of the ground of that portion of Parcel No. 1 above described included within the lines of King Street.

PARCEL No. 2.

W. Houston Street.

BEGINNING at a point in the northerly line of West Houston Street, said point of beginning being distant westerly ninety (90) feet, more or less, from the corner formed by the intersection of the northerly line of West Houston Street with the westerly line of Washington Street;

And running thence southerly, sixty-five (65) feet, more or less, to a point in the southerly line of West Houston Street distant westerly ninety-two and eight tenths (92.8) feet, more or less, from the corner formed by the intersection of the southerly line of West Houston Street with the westerly line of Washington Street;

Thence westerly along the southerly line of West Houston Street, eighty (80) feet, more or less;

Thence northeasterly, seventy-one and five tenths (71.5) feet, more or less, to a point in the northerly line of West Houston Street distant westerly fifty (50) feet, more or less, from the place of beginning;

Thence easterly along the northerly line of West Houston Street fifty (50) feet, more or less, to the place of beginning.

PARCEL No. 3.

Clarkson Street.

BEGINNING at a point in the northerly line of Clarkson Street, said point being distant westerly one hundred and five (105) feet, more or less, from the corner formed by the intersection of the northerly line of Clarkson Street with the westerly line of Washington Street;

And running thence southerly, sixty-five (65) feet, more or less, to a point in the southerly line of Clarkson Street distant westerly one hundred and one (101) feet, more or less, from the corner formed by the intersection of the southerly line of Clarkson Street with the westerly line of Washington Street;

Thence westerly along the southerly line of Clarkson Street, thirty-four (34) feet;

Thence northerly, sixty-five (65) feet, more or less, to a point in the northerly line of Clarkson Street, distant westerly thirty-four (34) feet from the place of beginning;

And thence easterly along the northerly line of Clarkson Street, thirty-four (34) feet, to the place of beginning.

PARCEL No. 4.

BEGINNING at a point in the northerly line of Leroy Street, said point being distant westerly one hundred and twenty-one (121) feet, more or less, from the corner formed by the intersection of the northerly line of Leroy Street with the westerly line of Washington Street;

Leroy Street.

And running thence southerly sixty-eight (68) feet, more or less, to a point in the southerly line of Leroy Street, distant westerly one hundred and sixteen and five tenths (116.5) feet, more or less, from the corner formed by the intersection of the southerly line of Leroy Street with the westerly line of Washington Street;

Thence westerly along the southerly line of Leroy Street thirty-four (34) feet;

Thence northerly, sixty-eight (68) feet, more or less, to a point in the northerly line of Leroy Street, distant westerly thirty-four (34) feet from the place of beginning;

And thence easterly along the northerly line of Leroy Street, thirty-four (34) feet to the place of beginning.

PARCEL No. 5.

BEGINNING at a point in the northerly line of Morton Street, said point being distant westerly one hundred and twenty-three (123) feet, more or less, from the corner formed by the intersection of the northerly line of Morton Street with the westerly line of Washington Street;

Morton Street.

And running thence southerly, sixty-five (65) feet, more or less, to a point in the southerly line of Morton Street, distant westerly one hundred and twenty-three (123) feet, more or less, from the corner formed by the intersection of the southerly line of Morton Street with the westerly line of Washington Street;

Thence westerly along the southerly line of Morton Street, thirty-four (34) feet;

Thence northerly, sixty-five (65) feet, more or less, to a point in the northerly line of Morton Street, distant westerly thirty-four (34) feet, from the place of beginning;

And thence easterly along the northerly line of Morton Street, thirty-four (34) feet, to the place of beginning.

PARCEL No. 6.

Barrow Street.

BEGINNING at a point in the northerly line of Barrow Street said point being distant westerly ninety (90) feet, more or less, from the corner formed by the intersection of the northerly line of Barrow Street, with the westerly line of Washington Street;

And running thence southerly, sixty-six (66) feet, more or less, to a point in the southerly line of Barrow Street, distant westerly one hundred (100) feet, more or less, from the corner formed by the intersection of the southerly line of Barrow Street, with the westerly line of Washington Street;

Thence westerly along the southerly line of Barrow Street, thirty-three and five tenths (33.5) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from the first above described course;

Thence northerly, parallel with the first above described course, sixty-six (66) feet, more or less, to the northerly line of Barrow Street;

And thence easterly, along the northerly line of Barrow Street, thirty-three and five tenths (33.5) feet, more or less, to the place of beginning.

PARCEL No. 7.

BEGINNING at a point in the northerly line of Christopher Street, distant westerly thirty (30) feet, more or less, from the corner formed by the intersection of the northerly line of Christopher Street, with the westerly line of Washington Street;

Christopher
Street.

And running thence southerly, one hundred and thirteen (113) feet, more or less, to a point in the southerly line of Christopher Street, distant westerly fifty-six (56) feet, more or less, from the corner formed by the intersection of the southerly line of Christopher Street with the westerly line of Washington Street;

Thence westerly along the southerly line of Christopher Street, thirty-nine (39) feet, more or less, to a point, distant westerly thirty-three (33) feet at right angles from the southerly prolongation of the first above described course;

Thence northerly, one hundred and twelve (112) feet, more or less, to a point in the northerly line of Christopher Street, distant westerly thirty-four (34) feet at right angles from the first above described course;

And thence easterly along the northerly line of Christopher Street, forty-one (41) feet, more or less, to the place of beginning.

PARCEL No. 8.

BEGINNING at the corner formed by the intersection of the northerly line of West Tenth (10th) Street, with the westerly line of Washington Street;

W. 10th Street.

And running thence southerly fifty-two (52) feet, more or less, to the corner formed by the intersection of the southerly line of West Tenth (10th) Street with the westerly line of Washington Street;

Thence westerly along the southerly line of West Tenth (10th) Street, thirty-five (35) feet, more or less, to

a point distant westerly thirty-four (34) feet at right angles from the westerly line of Washington Street;

Thence northerly fifty-two (52) feet, more or less, to a point in the northerly line of West Tenth (10th) Street, distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street;

Thence easterly along the northerly line of West Tenth (10th) Street, thirty-four (34) feet, more or less, to the place of beginning.

PARCEL No. 9.

Charles Street. BOUNDED northerly by the northerly line of Charles Street;

Easterly by the westerly line of Washington Street;
Southerly by the southerly line of Charles Street;

And westerly by a line, drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 10.

Charles Lane. BOUNDED northerly by the northerly line of Charles Lane;

Easterly by the westerly line of Washington Street;
Southerly by the southerly line of Charles Lane;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 11.

Perry Street. BOUNDED northerly by the northerly line of Perry Street;

Easterly by the westerly line of Washington Street;
Southerly by the southerly line of Perry Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 12.

BOUNDED northerly by the northerly line of West Eleventh (11th) Street; W. 11th Street.

Easterly by the westerly line of Washington Street;

Southerly by the southerly line of West Eleventh (11th) Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 13.

BOUNDED northerly by the northerly line of Bank Street; Bank Street.

Easterly by the westerly line of Washington Street;

Southerly by the southerly line of Bank Street;

And westerly by a line drawn parallel with and distant westerly fifty-four (54) feet at right angles from the westerly line of Washington Street.

PARCEL No. 14.

BOUNDED northerly by the northerly line of Bethune Street; Bethune Street.

Easterly by the westerly line of Washington Street;

Southerly by the southerly line of Bethune Street;

And westerly by a line drawn parallel with and distant westerly forty (40) feet at right angles from the westerly line of Washington Street.

PARCEL No. 15.

BOUNDED northerly by the northerly line of West Twelfth (12th) Street; W. 12th Street.

Easterly by the westerly line of Washington Street;

Southerly by the southerly line of West Twelfth (12th) Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 16.

Jane Street.

BOUNDED northerly by the northerly line of Jane Street;

Easterly by the westerly line of Washington Street;
 Southerly by the southerly line of Jane Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 17.

Horatio Street.

BOUNDED northerly by the northerly line of Horatio Street;

Easterly by the westerly line of Washington Street;
 Southerly by the southerly line of Horatio Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the westerly line of Washington Street.

PARCEL No. 18.

Gansevoort Street,
 Gansevoort Square,
 and Little W. 12th
 Street.

BEGINNING at a point in the southerly line of Gansevoort Street, said point being distant westerly, six (6) feet, more or less, from the westerly line of Washington Street, measured along the southerly line of Gansevoort Street;

And running thence northerly, by a curved line, convex to the east, drawn with a radius of five hundred and ninety-two (592) feet, fifty-nine (59) feet, more or less, to a point in a straight line, drawn northwardly from a point in the northerly line of Gansevoort Street, distant westerly sixteen and five tenths (16.5) feet from the westerly line of Washington Street, measured along the northerly line of Gansevoort Street, to a point in the southerly line of Little West Twelfth (12th) Street, distant westerly one hundred and twenty-eight and five tenths (128.5) feet from the westerly line of Washington Street, measured along the southerly line of Little West Twelfth (12th) Street;

Thence continuing northerly, along said straight line drawn northwardly as above described, two hundred and forty-one (241) feet, more or less;

Thence continuing northerly, by a curved line convex to the west, drawn with a radius of five hundred and seventy-four (574) feet, one hundred and thirteen (113) feet, more or less, to a point in the southerly line of Little West Twelfth (12th) Street, distant westerly one hundred and thirteen (113) feet, more or less, from the westerly line of Washington Street, measured along the southerly line of Little West Twelfth (12th) Street;

Thence continuing northerly, by a straight line, sixty-six (66) feet, more or less, to a point in the northerly line of Little West Twelfth (12th) Street, distant westerly, one hundred and twenty-five (125) feet, more or less, from the westerly line of Washington Street, measured along the northerly line of Little West Twelfth (12th) Street;

Thence westerly, along the northerly line of Little West Twelfth (12th) Street, sixty (60) feet;

Thence southerly, by a straight line sixty-eight (68) feet, more or less, to a point in the southerly line of Little West Twelfth (12th) Street, distant westerly one hundred sixty-nine (169) feet, more or less, from the westerly line of Washington Street, measured along the southerly line of Little West Twelfth (12th) Street;

Thence continuing southerly by a straight line, one hundred (100) feet, more or less, to a point distant westerly, thirty-six (36) feet, at right angles from the said straight line drawn northwardly as above described;

Thence continuing southerly, parallel with the said straight line drawn northwardly as above described, two hundred and ninety and five tenths (290.5) feet, more or less;

Thence continuing southerly, by a curved line, concentric with and distant thirty-six (36) feet radially from

the first described course, fifty-two (52) feet, more or less, to the southerly line of Gansevoort Street;

Thence easterly, along the southerly line of Gansevoort Street, thirty-six (36) feet, more or less, to the place of beginning.

PARCEL No. 19.

Gansevoort Street
and West Street.

Beginning at a point in the southerly line of Gansevoort Street, distant westerly, eighty-four (84) feet from the corner formed by the intersection of the southerly line of Gansevoort Street with the westerly line of Washington Street;

Thence westerly, by a curve, convex to the north, drawn with a radius of one hundred and fifty-six (156) feet, eighty-one (81) feet, more or less, to a point of tangent in a line drawn parallel with and distant northerly, twenty (20) feet, at right angles, from the southerly line of Gansevoort Street;

Thence westerly, parallel with the southerly line of Gansevoort Street, ninety-seven (97) feet;

Thence northwesterly, by a curve, convex to the southwest, drawn with a radius of one hundred and thirty-six (136) feet, two hundred and twenty-four (224) feet, more or less, to a point of tangent in a line drawn parallel with, and distant easterly, thirty-five (35) feet, at right angles from the westerly line of West Street;

Thence northerly, parallel with the westerly line of West Street, two hundred and eighty-five (285) feet;

Thence westerly, at right angles to the last above described course, twenty (20) feet;

Thence southerly, parallel with the westerly line of West Street, and distant easterly, fifteen (15) feet at right angles therefrom, two hundred and eighty-five (285) feet;

Thence southeasterly, by a curve, convex to the southwest, drawn with a radius of one hundred and fifty-six (156) feet, one hundred and seventy-three (173) feet,

more or less, to a point distant northerly, twenty-one and five tenths (21.5) feet at right angles from the southerly line of Gansevoort Street, measured at a point in said southerly line distant easterly, thirty-one (31) feet, from the corner formed by the intersection of the southerly line of Gansevoort Street with the easterly line of West Street;

Thence westerly, by a curve, convex to the south, drawn with a radius of two hundred and twenty-one (221) feet, thirty-three (33) feet, more or less, to a point distant northerly twenty-eight (28) feet, at right angles from the westerly prolongation of the southerly line of Gansevoort Street, measured at a point in said prolongation, one and five tenths (1.5) feet westerly and at right angles from the easterly line of West Street;

Thence continuing westerly, by a curve, convex to the north, drawn with a radius of two hundred and forty-one (241) feet, seventy-four (74) feet, more or less, to a point distant southerly, ten (10) feet at right angles, from the northerly line of Gansevoort Street, measured at a point distant westerly, seven (7) feet, from the corner formed by the intersection of the northerly line of Gansevoort Street and the westerly line of West Street;

Thence continuing westerly, parallel with the northerly line of Gansevoort Street, four hundred and thirteen (413) feet;

Thence southerly, at right angles to the last above described course, twenty (20) feet;

Thence easterly, parallel with the northerly line of Gansevoort Street, four hundred and thirteen (413) feet;

Thence continuing easterly, by a curve, convex to the north, drawn with a radius of two hundred and twenty-one (221) feet, sixty-seven (67) feet, more or less, to a point distant northerly, nine (9) feet at right angles from the westerly prolongation of the southerly line of Gansevoort Street, measured at a point in said prolongation

eight (8) feet westerly and at right angles from the easterly line of West Street;

Thence continuing easterly, by a curve, convex to the south, drawn with a radius of two hundred and forty-one (241) feet, sixty-six (66) feet, more or less, to a point in the southerly line of Gansevoort Street, distant easterly, fifty-seven (57) feet from the corner formed by the intersection of the southerly line of Gansevoort Street with the easterly line of West Street;

Thence continuing easterly, along the southerly line of Gansevoort Street, two hundred and twenty-seven (227) feet, more or less, to the place of beginning.

Surrender.

The overhead rights in that portion of Parcel No. 19 above described west of the easterly line of West Street are to be surrendered to the City upon demand of the Board as provided in Subdivision A, of Section 1, of Article Three, of the agreement between the Board and the Railroad Company.

PARCEL No. 20.

W. 13th Street.

BOUNDED northerly by the northerly line of West Thirteenth (13th) Street;

Easterly by a line drawn parallel with and distant easterly one hundred and forty-four (144) feet and six (6) inches, more or less, at right angles from the easterly line of Tenth (10th) Avenue.

Southerly by the southerly line of West Thirteenth (13th) Street;

And westerly by a line drawn parallel with and distant easterly ninety-one (91) feet and six (6) inches, more or less, at right angles from the easterly line of Tenth (10th) Avenue.

PARCEL No. 21.

W. 14th Street.

BEGINNING at a point in the southerly line of West Fourteenth (14th) Street, said point being distant easterly seventy-seven (77) feet, more or less, from the corner

formed by the intersection of the southerly line of West Fourteenth (14th) Street with the easterly line of Tenth (10th) Avenue;

And running thence northerly one hundred and five (105) feet, more or less, to a point in the northerly line of West Fourteenth (14th) Street, distant easterly forty-six (46) feet, more or less, from the corner formed by the intersection of the northerly line of West Fourteenth (14th) Street with the easterly line of Tenth (10th) Avenue;

Thence easterly along the northerly line of West Fourteenth (14th) Street, fifty-two (52) feet, more or less, to a point distant easterly fifty (50) feet at right angles from the first above described course;

Thence southerly one hundred and five (105) feet, more or less, to a point in the southerly line of West Fourteenth (14th) Street, distant fifty-five (55) feet from the point of beginning;

And thence westerly along the southerly line of West Fourteenth (14th) Street, fifty-five (55) feet, to the place of beginning.

PARCEL No. 22.

BEGINNING at the corner formed by the intersection of the southerly line of West Seventeenth (17th) Street, with the westerly line of Tenth (10th) Avenue;

W. 15th Street
and 10th Avenue.

And running thence southeasterly forty-one (41) feet, more or less, to a point distant easterly twenty (20) feet at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line distant southerly thirty-seven (37) feet from said corner;

Thence continuing southeasterly sixty-five (65) feet, more or less, to a point, distant easterly thirty-seven and five tenths (37.5) feet, at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line distant southerly ninety-nine (99) feet from said corner;

Thence southeasterly seventy-one (71) feet, more or less, to a point, distant easterly sixty-five and five tenths (65.5) feet at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant southerly one hundred and sixty-five (165) feet from said corner;

Thence southerly, parallel with the westerly line of Tenth (10th) Avenue, sixty-seven (67) feet;

Thence southeasterly seventy-five (75) feet, more or less, to a point in the easterly line of Tenth (10th) Avenue, distant southerly fifty-four (54) feet, more or less, from the corner formed by the intersection of the southerly line of West Sixteenth (16th) Street with the easterly line of Tenth (10th) Avenue;

Thence southerly along the easterly line of Tenth (10th) Avenue, one hundred and fifty-three (153) feet, more or less, to the corner formed by the intersection of the northerly line of West Fifteenth (15th) Street with the easterly line of Tenth (10th) Avenue;

Thence southeasterly sixty-three (63) feet, more or less, to a point in the southerly line of West Fifteenth (15th) Street, distant easterly twenty (20) feet, more or less, from the corner formed by the intersection of the southerly line of West Fifteenth (15th) Street with the easterly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Fifteenth (15th) Street, twenty (20) feet, more or less, to said corner;

Thence southerly along the easterly line of Tenth (10th) Avenue, eighty-six and five tenths (86.5) feet, more or less, to a point distant northerly one hundred and twenty (120) feet, more or less, from the corner formed by the intersection of the northerly line of West Fourteenth (14th) Street with the easterly line of Tenth (10th) Avenue;

Thence northwesterly thirty-one (31) feet, more or

less, to a point distant westerly twenty (20) feet at right angles from the easterly line of Tenth (10th) Avenue, measured at a point in said easterly line, distant southerly sixty-two and five tenths (62.5) feet from the corner formed by the intersection of the southerly line of West Fifteenth (15th) Street with the easterly line of Tenth (10th) Avenue;

Thence northerly, parallel with the easterly line of Tenth (10th) Avenue, twenty (20) feet;

Thence northwesterly fifty-nine (59) feet, more or less, to a point distant easterly sixty-two and five tenths (62.5) feet at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant southerly forty-six and five tenths (46.5) feet from the corner formed by the intersection of the northerly line of West Fifteenth (15th) Street with the westerly line of Tenth (10th) Avenue;

Thence northerly, parallel with the westerly line of Tenth (10th) Avenue, thirty-three (33) feet;

Thence northwesterly, sixty-six (66) feet, more or less, to a point distant easterly thirty-four and five tenths (34.5) feet from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant northerly forty-five (45) feet from said corner;

Thence northwesterly, thirty-two (32) feet, more or less, to a point distant easterly seventeen (17) feet at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant northerly seventy-and five tenths (70.5) feet, from the corner formed by the intersection of the northerly line of West Fifteenth (15th) Street with the westerly line of Tenth (10th) Avenue;

Thence continuing northwesterly eighteen (18) feet, more or less, to a point in the westerly line of Tenth (10th) Avenue, distant northerly seventy-five (75) feet, more or less, from said corner;

Thence northerly along the westerly line of Tenth (10th) Avenue, twenty-eight (28) feet and six (6) inches, more or less;

Thence southeasterly, twenty (20) feet, more or less, to a point distant easterly eighteen and five tenths (18.5) feet from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant northerly ninety-five (95) feet from said corner;

Thence easterly at right angles to the westerly line of Tenth (10th) Avenue, sixteen (16) feet;

Thence northerly, parallel with the westerly line of Tenth (10th) Avenue, ninety-two (92) feet;

Thence northwesterly one hundred and two (102) feet, more or less, to a point distant easterly seventeen (17) feet at right angles from the westerly line of Tenth (10th) Avenue, measured at a point in said westerly line, distant northerly nineteen (19) feet from the corner formed by the intersection of the northerly line of West Sixteenth (16th) Street with the westerly line of Tenth (10th) Avenue;

Thence northwesterly fifty-eight (58) feet, more or less, to a point in the westerly line of Tenth (10th) Avenue, distant southerly one hundred and ten (110) feet from the place of beginning;

And thence northerly along the westerly line of Tenth (10th) Avenue, one hundred and ten (110) feet to the place of beginning.

PARCEL No. 23.

W. 17th Street.

BEGINNING at the corner formed by the intersection of the southerly line of West Seventeenth (17th) Street with the westerly line of Tenth (10th) Avenue;

And running thence westerly along the southerly line of West Seventeenth (17th) Street, forty-six (46) feet, more or less;

Thence northerly, sixty-four (64) feet, more or less, to a point in the northerly line of West Seventeenth

(17th) Street, distant westerly sixty-eight (68) feet, more or less, from the corner formed by the intersection of the northerly line of West Seventeenth (17th) Street, with the westerly line of Tenth (10th) Avenue;

Thence easterly along the northerly line of West Seventeenth (17th) Street, thirty-eight (38) feet, more or less;

Thence southerly, sixty-seven (67) feet, more or less, to the place of beginning.

PARCEL No. 24.

BEGINNING at a point in the northerly line of West Eighteenth (18th) Street, distant westerly seventy (70) feet, more or less, from the corner formed by the intersection of the northerly line of West Eighteenth (18th) Street, with the westerly line of Tenth (10th) Avenue; W. 18th Street.

And running thence southerly, sixty-one (61) feet, more or less, to a point in the southerly line of West Eighteenth (18th) Street, distant westerly sixty-three (63) feet, more or less, from the corner formed by the intersection of the southerly line of West Eighteenth (18th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Eighteenth (18th) Street, thirty-four and two tenths (34.2) feet, more or less, to a point, distant thirty-three (33) feet at right angles from the first described course;

Thence northerly, parallel with the first described course, sixty-one (61) feet, more or less, to the northerly line of West Eighteenth (18th) Street;

And thence easterly along the northerly line of West Eighteenth (18th) Street, thirty-four and two tenths (34.2) feet, more or less, to the place of beginning.

PARCEL No. 25.

BEGINNING at a point in the northerly line of West Nineteenth (19th) Street, distant westerly one hundred (100) feet, more or less, from the corner formed by the W. 19th Street.

intersection of the northerly line of West Nineteenth (19th) Street with the westerly line of Tenth (10th) Avenue;

And running thence southerly sixty-one (61) feet, more or less, to a point in the southerly line of West Nineteenth (19th) Street, distant westerly ninety-two (92) feet, more or less, from the corner formed by the intersection of the southerly line of West Nineteenth (19th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Nineteenth (19th) Street, thirty-five (35) feet, more or less, to a point distant thirty-three (33) feet at right angles from the first described course;

Thence northerly, parallel with the first described course, sixty-one (61) feet, more or less, to the northerly line of West Nineteenth (19th) Street;

And thence easterly, along the northerly line of West Nineteenth (19th) Street, thirty-five (35) feet, more or less, to the place of beginning.

PARCEL No. 26.

W. 20th Street.

BEGINNING at a point in the northerly line of West Twentieth (20th) Street, said point being distant westerly one hundred (100) feet, more or less, from the corner formed by the intersection of the northerly line of West Twentieth (20th) Street, with the westerly line of Tenth (10th) Avenue;

And running thence southerly, sixty (60) feet, more or less, to a point in the southerly line of West Twentieth (20th) Street distant westerly one hundred and four (104) feet, more or less, from the corner formed by the intersection of the southerly line of West Twentieth (20th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West

Twentieth (20th) Street, thirty-four (34) feet, more or less, to a point, distant thirty-four (34) feet at right angles from the first described course;

Thence northerly, parallel with the first described course, sixty (60) feet, more or less, to the northerly line of West Twentieth (20th) Street;

And thence easterly along the northerly line of West Twentieth (20th) Street, thirty-four (34) feet, more or less, to the place of beginning.

PARCEL No. 27.

BOUNDED northerly by the northerly line of West Twenty-First (21st) Street; W. 21st Street.

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet, more or less, at right angles from the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Twenty-First (21st) Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the second described course.

PARCEL No. 28.

BOUNDED northerly by the northerly line of West Twenty-Second (22nd) Street; W. 22nd Street.

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet, more or less, at right angles from the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Twenty-Second (22nd) Street;

And westerly by a line drawn parallel with and distant westerly forty-six (46) feet at right angles from the second described course.

PARCEL No. 29.

W. 23rd Street. BOUNDED northerly by the northerly line of West Twenty-Third (23rd) Street;

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Twenty-Third (23rd) Street;

And westerly by a line drawn parallel with and distant westerly forty-six (46) feet at right angles from the second described course.

PARCEL No. 30.

W. 24th Street. BOUNDED northerly by the northerly line of West Twenty-Fourth (24th) Street;

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Twenty-Fourth (24th) Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the second described course.

PARCEL No. 31.

W. 25th Street. BOUNDED northerly by the northerly line of West Twenty-Fifth (25th) Street;

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Twenty-Fifth (25th) Street;

And westerly by a line drawn parallel with and distant westerly thirty-three (33) feet at right angles from the second described course.

PARCEL No. 32.

BEGINNING at a point in the northerly line of West Twenty-Sixth (26th) Street, said point being distant westerly one hundred and four and seven hundredths (104.07) feet from the corner formed by the intersection of the northerly line of West Twenty-Sixth (26th) Street with the westerly line of Tenth (10th) Avenue;

W. 26th Street.

And running thence southerly sixty (60) feet, more or less, to a point in the southerly line of West Twenty-Sixth (26th) Street distant westerly one hundred and nine hundredths (100.09) feet from the corner formed by the intersection of the southerly line of West Twenty-Sixth (26th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Twenty-Sixth (26th) Street, thirty-four (34) feet, more or less, to a point distant westerly thirty-four (34) feet at right angles from the first described course;

Thence northerly, parallel with the first described course, sixty (60) feet, more or less, to the northerly line of West Twenty-Sixth (26th) Street;

And thence easterly along the northerly line of West Twenty-Sixth (26th) Street, thirty-four (34) feet, more or less, to the place of beginning.

PARCEL No. 33.

BEGINNING at a point in the northerly line of West Twenty-Seventh (27th) Street distant westerly one hundred and six and thirty-three hundredths (106.33) feet from the corner formed by the intersection of the northerly line of West Twenty-Seventh (27th) Street with the westerly line of Tenth (10th) Avenue;

W. 27th Street.

And running thence southerly sixty (60) feet, more or less, to a point in the southerly line of West Twenty-Seventh (27th) Street distant westerly one hundred and

seven and twenty-seven hundredths (107.27) feet from the corner formed by the intersection of the southerly line of West Twenty-Seventh (27th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Twenty-Seventh (27th) Street, thirty-three (33) feet, more or less, to a point distant westerly thirty-three (33) feet at right angles from the first described course;

Thence northerly, parallel with the first described course, sixty (60) feet, more or less, to the northerly line of West Twenty-Seventh (27th) Street;

And thence easterly along the northerly line of West Twenty-Seventh (27th) Street, thirty-three (33) feet, more or less, to the place of beginning.

PARCEL No. 34.

W. 28th Street.

BEGINNING at a point in the northerly line of West Twenty-Eighth (28th) Street distant westerly one hundred and two and twenty-eight hundredths (102.28) feet from the corner formed by the intersection of the northerly line of West Twenty-Eighth (28th) Street with the westerly line of Tenth (10th) Avenue;

And running thence southerly, sixty (60) feet, more or less, to a point in the southerly line of West Twenty-Eighth (28th) Street distant westerly one hundred and three and twenty-two hundredths (103.22) feet from the corner formed by the intersection of the southerly line of West Twenty-Eighth (28th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Twenty-Eighth (28th) Street fifty (50) feet;

Thence northerly, parallel with the first described course, sixty (60) feet, more or less, to the northerly line of West Twenty-Eighth (28th) Street;

And thence easterly along the northerly line of West Twenty-Eighth (28th) Street, fifty (50) feet to the place of beginning.

PARCEL No. 35.

BEGINNING at a point in the northerly line of West Twenty-Ninth (29th) Street distant westerly one hundred and twenty-five (125) feet from the corner formed by the intersection of the northerly line of West Twenty-Ninth (29th) Street with the westerly line of Tenth (10th) Avenue;

W. 29th Street.

And running thence southerly sixty-one (61) feet, more or less, to a point in the southerly line of West Twenty-Ninth (29th) Street distant westerly one hundred and thirteen (113) feet from the corner formed by the intersection of the southerly line of West Twenty-Ninth (29th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly along the southerly line of West Twenty-Ninth (29th) Street thirty-seven (37) feet;

Thence northerly, parallel with the first described course, sixty-one (61) feet, more or less, to the northerly line of West Twenty-Ninth (29th) Street;

And thence easterly along the northerly line of West Twenty-Ninth (29th) Street, thirty-seven (37) feet, to the place of beginning.

Together as to the parcels above described as Parcel No. 1 to Parcel No. 35, both inclusive, with the rights required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company) or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the rail-

Railroad facilities.

road of the Railroad Company, upon the overhead viaducts carrying the tracks of the Railroad Company over the said parcels.

Duct lines.

Together also as to the parcels above described as Parcel No. 1 to Parcel No. 35, both inclusive, with the rights required for the construction and maintenance of the duct line carrying the transmission lines of the Railroad Company, below the surface of the ground of said parcels as shown on the Plans and Profiles of 1916, with the right to construct, maintain and use such manholes and splicing chambers as may be required for proper inspection and maintenance of said duct line, the location of such manholes and splicing chambers to be subject to the approval of the Board.

PARCEL No. 36.

10th Avenue and
W. 30th Street.

BEGINNING at the corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

And running thence southeasterly, one hundred and seventeen (117) feet, more or less, to the corner formed by the intersection of the southerly line of West Thirtieth (30th) Street with the easterly line of Tenth (10th) Avenue;

Thence southerly, along the easterly line of Tenth (10th) Avenue, one hundred and two and five tenths (102.5) feet, more or less, to a point distant northerly ninety-five (95) feet from the northeasterly corner of Tenth (10th) Avenue and West Twenty-Ninth (29th) Street;

Thence northwesterly, one hundred and forty-four (144) feet, more or less, to the corner formed by the intersection of the southerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

Thence northwesterly fifty-six (56) feet, more or less,

to a point, distant northerly twenty-two (22) feet at right angles from the southerly line of West Thirtieth (30th) Street, measured at a point in said southerly line, distant westerly fifty-one and five tenths (51.5) feet from the corner formed by the intersection of the southerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

Thence northwesterly, fifty-one (51) feet, more or less, to a point, distant northerly thirty-one (31) feet at right angles from the southerly line of West Thirtieth (30th) Street, measured at a point in said southerly line, distant westerly one hundred and one and five tenths (101.5) feet from said corner;

Thence westerly, parallel with the northerly line of West Thirtieth (30th) Street, one hundred and forty-two and five tenths (142.5) feet;

Thence southerly at right angles to the northerly line of West Thirtieth (30th) Street, thirty-one (31) feet to the southerly line of West Thirtieth (30th) Street;

Thence westerly along the southerly line of West Thirtieth (30th) Street, one hundred (100) feet;

Thence northwesterly, twenty-seven (27) feet, more or less, to a point distant southerly forty-eight (48) feet at right angles from the northerly line of West Thirtieth (30th) Street, measured at a point in said northerly line, distant westerly three hundred and sixty-eight (368) feet, more or less, from the corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly, parallel with the northerly line of West Thirtieth (30th) Street, seventy-two (72) feet;

Thence northwesterly thirty-one (31) feet, more or less, to a point distant southerly twenty-nine (29) feet, at right angles from the northerly line of West Thirtieth (30th) Street measured at a point in said northerly line distant

westerly four hundred and sixty-four (464) feet from said corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

Thence westerly, parallel with the northerly line of West Thirtieth (30th) Street forty-eight (48) feet;

Thence southwesterly thirty-one (31) feet, more or less, to a point distant southerly forty-eight (48) feet at right angles from the northerly line of West Thirtieth (30th) Street measured at a point in said northerly line distant westerly five hundred and thirty-six (536) feet from the said corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the westerly line of Tenth (10th) Avenue;

Thence southerly twenty (20) feet, more or less, to a point in the southerly line of West Thirtieth (30th) Street distant easterly two hundred and eighty (280) feet from the corner formed by the intersection of the southerly line of West Thirtieth (30th) Street with the easterly line of Eleventh (11th) Avenue;

Thence westerly along the southerly line of West Thirtieth (30th) Street thirty (30) feet;

Thence northerly twenty (20) feet, more or less, to a point distant northerly twelve (12) feet at right angles from the southerly line of West Thirtieth (30th) Street measured at a point in said southerly line distant easterly two hundred and thirty-four (234) feet from said corner formed by the intersection of the southerly line of West Thirtieth (30th) Street with the easterly line of Eleventh (11th) Avenue;

Thence westerly, parallel with the southerly line of West Thirtieth (30th) Street twenty-four (24) feet;

Thence northwesterly thirty-one (31) feet, more or less, to a point distant southerly twenty-nine (29) feet at right angles from the northerly line of West Thirtieth (30th)

Street, measured at a point in said northerly line distant easterly one hundred and eighty-six (186) feet from the corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the easterly line of Eleventh (11th) Avenue;

Thence westerly, parallel with the northerly line of West Thirtieth (30th) Street, one thousand and thirty-six (1036) feet, more or less, to a point distant easterly fifty (50) feet, measured parallel with the northerly line of West Thirtieth (30th) Street from the easterly line of Twelfth (12th) Avenue;

Thence northerly at right angles to the northerly line of West Thirtieth (30th) Street, twenty-nine (29) feet to said northerly line;

And thence easterly along the northerly line of West Thirtieth (30th) Street sixteen hundred and fifty (1650) feet, more or less, to the place of beginning.

PARCEL No. 37.

BOUNDED northerly by the southerly line of West ^{11th Avenue W.} Thirty-First (31st) Street; _{30th to W. 31st Streets.}

Easterly by the easterly line of Eleventh (11th) Avenue;

Southerly by the northerly line of West Thirtieth (30th) Street;

And westerly by the westerly line of Eleventh (11th) Avenue.

PARCEL No. 38.

BOUNDED northerly by the northerly line of West ^{W. 31st Street.} Thirty-First (31st) Street;

Easterly by the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Thirty-First (31st) Street;

And westerly by the easterly line of Twelfth (12th) Avenue.

PARCEL No. 39.

11th Avenue W.
31st to W. 32nd
Streets.

BOUNDED northerly by the southerly line of West Thirty-Second (32nd) Street;

Easterly by the easterly line of Eleventh (11th) Avenue;

Southerly by the northerly line of West Thirty-First (31st) Street;

And westerly by the westerly line of Eleventh (11th) Avenue.

PARCEL No. 40.

W. 32nd Street.

BOUNDED northerly by the northerly line of West Thirty-Second (32nd) Street;

Easterly by the westerly line of Tenth (10th) Avenue;

Southerly by the southerly line of West Thirty-Second (32nd) Street;

And westerly by the easterly line of Twelfth (12th) Avenue.

PARCEL No. 41.

11th Avenue W.
32nd to W. 35th
Streets.

BEGINNING at the corner formed by the intersection of the northerly line of West Thirty-Fifth (35th) Street with the westerly line of Eleventh (11th) Avenue;

And running thence easterly along the northerly line of West Thirty-Fifth (35th) Street, forty-one (41) feet;

Thence southerly, parallel with the westerly line of Eleventh (11th) Avenue, six hundred and fifteen (615) feet, more or less, to the southerly line of West Thirty-Third (33rd) Street;

Thence easterly along the southerly line of West Thirty-Third (33rd) Street, fifty-nine (59) feet to the corner formed by the intersection of the southerly line of West Thirty-Third (33rd) Street with the easterly line of Eleventh (11th) Avenue;

Thence southerly along the easterly line of Eleventh (11th) Avenue, one hundred and ninety-seven (197) feet and six (6) inches, to the corner formed by the intersection of the northerly line of West Thirty-Second (32nd) Street with the easterly line of Eleventh (11th) Avenue;

Thence westerly along the northerly line of West Thirty-Second (32nd) Street, one hundred (100) feet to the corner formed by the intersection of the northerly line of West Thirty-Second (32nd) Street with the westerly line of Eleventh (11th) Avenue;

And thence northerly along the westerly line of Eleventh (11th) Avenue, eight hundred and twelve and five tenths (812.5) feet, more or less, to the place of beginning.

PARCEL No. 42.

BOUNDED northerly by the northerly line of West W. 33rd Street. Thirty-Third (33rd) Street;

Easterly by the westerly line of Eleventh (11th) Avenue;

Southerly by the southerly line of West Thirty-Third (33rd) Street;

And westerly by the easterly line of Twelfth (12th) Avenue.

PARCEL No. 43.

BOUNDED northerly by the northerly line of West W. 34th Street. Thirty-Fourth (34th) Street;

Easterly by the westerly line of Eleventh (11th) Avenue;

Southerly by the southerly line of West Thirty-Fourth (34th) Street;

And westerly by the easterly line of Twelfth (12th) Avenue.

PARCEL No. 44.

W. 35th Street. BOUNDED northerly by the northerly line of West Thirty-Fifth (35th) Street;

EASTERLY by the westerly line of Eleventh (11th) Avenue;

Southerly by the southerly line of West Thirty-Fifth (35th) Street;

And westerly by the easterly line of Twelfth (12th) Avenue.

PARCEL No. 45.

W. 36th Street. BEGINNING at the corner formed by the intersection of the northerly line of West Thirty-Sixth (36th) Street with the easterly line of Twelfth (12th) Avenue;

And running thence easterly along the northerly line of West Thirty-Sixth (36th) Street five hundred and ninety-two (592) feet;

Thence southerly sixty-six (66) feet, more or less, to a point in the southerly line of West Thirty-Sixth (36th) Street distant easterly six hundred and twenty (620) feet from the corner formed by the intersection of the southerly line of West Thirty-Sixth (36th) Street with the easterly line of Twelfth (12th) Avenue;

Thence westerly along the southerly line of West Thirty-Sixth (36th) Street, six hundred and twenty (620) feet to said corner;

And thence northerly along the easterly line of Twelfth (12th) Avenue, sixty (60) feet to the place of beginning.

PARCEL No. 46.

12th Avenue and Marginal Way between W. 30th and W. 37th Streets. BEGINNING at a point in the easterly line of Twelfth (12th) Avenue, said point being distant northerly twenty (20) feet from the corner formed by the intersection of the northerly line of West Thirtieth (30th) Street with the easterly line of Twelfth (12th) Avenue;

And running thence northwesterly two hundred and one (201) feet, more or less, to a point distant westerly one hundred and twenty-two (122) feet at right angles from the easterly line of Twelfth (12th) Avenue measured at a point in said easterly line distant northerly one hundred and eighty (180) feet, more or less, from said corner;

Thence northerly, parallel with the easterly line of Twelfth (12th) Avenue, eight hundred and ninety (890) feet, more or less, to a point in the westerly prolongation of the northerly line of West Thirty-Fourth (34th) Street;

Thence easterly along said prolongation, twenty-two (22) feet to the westerly line of Twelfth (12th) Avenue;

Thence northerly along the westerly line of Twelfth (12th) Avenue one hundred and ninety-seven (197) feet and six (6) inches to a point in the westerly prolongation of the southerly line of West Thirty-fifth (35th) Street;

Thence westerly along said prolongation, twenty-two (22) feet;

Thence northerly, parallel with the easterly line of Twelfth (12th) Avenue, sixty (60) feet to a point in the westerly prolongation of the northerly line of West Thirty-Fifth (35th) Street;

Thence easterly along said prolongation, twenty-two (22) feet to the westerly line of Twelfth (12th) Avenue;

Thence northerly along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven (197) feet and six (6) inches to a point in the westerly prolongation of the southerly line of West Thirty-Sixth (36th) Street;

Thence westerly along said prolongation, twenty-two (22) feet;

Thence northerly parallel with the easterly line of Twelfth (12th) Avenue, sixty (60) feet to a point in the westerly prolongation of the northerly line of West Thirty-Sixth (36th) Street;

Thence easterly along said prolongation, twenty-two (22) feet to the westerly line of Twelfth (12th) Avenue;

Thence northerly along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven (197) feet and six (6) inches to a point in the westerly prolongation of the southerly line of West Thirty-Seventh (37th) Street;

Thence easterly along said prolongation, one hundred (100) feet to the southeasterly corner of Twelfth (12th) Avenue and West Thirty-Seventh (37th) Street;

Thence southerly along the easterly line of Twelfth (12th) Avenue, one thousand seven hundred and sixty-two and five tenths (1762.5) feet, more or less, to the place of beginning.

Railroad facilities.

Together as to the parcels above described as Parcel No. 36 to Parcel No. 46, both inclusive, with the rights required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company), or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, upon the overhead viaducts carrying the tracks of the Railroad Company over the said parcels of land above mentioned.

Railroad facilities.

Together also as to said Parcels above described as Parcel No. 36 to Parcel No. 46, both inclusive, with the rights required for the construction and maintenance of the duct lines carrying the transmission lines of the Railroad Company below the surface of the ground of the said parcels as shown on the Plans and Profiles of 1916, with the right to construct, maintain and

use such manholes and splicing chambers along the said duct lines as may be required for proper inspection and maintenance of said duct lines, the location of such manholes and splicing chambers to be subject to the approval of the Board.

Together also as to said parcels above described as Parcel No. 36 to Parcel No. 46, both inclusive, with the rights required for the construction below the surface of the ground of drainage pipes, in accordance with plans to be approved by the Board, leading westerly to the waters of the Hudson River for the purpose of affording drainage to the tracks and property of the Railroad Company and the overhead driveways provided for in the said agreement between the Board and the Railroad Company.

Drainage.

Together also as to said parcels above described as Parcel No. 36 to Parcel No. 46, both inclusive, with the rights required for the construction and maintenance of the bridges and overhead sidewalks above the surface of said parcels as shown on the Plans and Profiles of 1916.

Bridges and sidewalks.

Together also as to said parcels with the rights required for subways, as shown on Plans and Profiles of 1916, for the carrying of steam, water, air, refrigerating and other pipes, and for power and other cables underneath the surface of the ground, and as to Parcel No. 46, with the rights required for tunnels as shown on Plans and Profiles of 1916, under said parcel for taking water to and from the power plants located upon lands of the Railroad Company adjacent to said parcel.

Pipe subways.

PARCEL No. 47.

BEGINNING at the southeasterly corner of Twelfth (12th) Avenue and West Thirty-Seventh (37th) Street;

12th Avenue W.
37th to W. 59th
Streets.

And running thence westerly along the southerly line of West Thirty-Seventh (37th) Street, one hundred and twenty-two (122) feet;

Thence northerly, parallel with the easterly line of Twelfth (12th) Avenue, sixty (60) feet, to the northerly line of West Thirty-Seventh (37th) Street;

Thence easterly, along the northerly line of West Thirty-Seventh (37th) Street, twenty-two (22) feet, to the westerly line of Twelfth (12th) Avenue;

Thence northerly, along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven and five-tenths (197.5) feet, to the southerly line of West Thirty-Eighth (38th) Street;

Thence westerly, along the southerly line of West Thirty-Eighth (38th) Street, twenty-two (22) feet;

Thence northerly, parallel with the easterly line of Twelfth (12th) Avenue, sixty (60) feet, to the northerly line of West Thirty-Eighth (38th) Street;

Thence easterly, along the northerly line of West Thirty-Eighth (38th) Street, twenty-two (22) feet, to the westerly line of Twelfth (12th) Avenue;

Thence northerly, along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven and five-tenths (197.5) feet, to the southerly line of West Thirty-Ninth (39th) Street;

Thence westerly, along the southerly line of West Thirty-Ninth (39th) Street, twenty-two (22) feet;

Thence northerly, parallel with the easterly line of Twelfth (12th) Avenue, sixty (60) feet, to the northerly line of West Thirty-Ninth (39th) Street;

Thence easterly, along the northerly line of West Thirty-Ninth (39th) Street, twenty-two (22) feet, to the westerly line of Twelfth (12th) Avenue;

Thence northerly, along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven and five-tenths (197.5) feet, to the southerly line of West Fortieth (40th) Street;

Thence westerly, along the southerly line of West Fortieth (40th) Street, twenty-two (22) feet;

Thence northerly, and parallel with the easterly line of Twelfth (12th) Avenue forty-seven (47) feet;

Thence continuing northerly thirteen (13) feet, more or less, to the northerly line of West Fortieth (40th) Street, along a curved line convex to the west, drawn northwardly with a radius of one thousand seven hundred and forty-six and sixty-two hundredths (1746.62) feet, from the termination of the last above described course to a point distant westerly fifty-four (54) feet at right angles from the easterly line of Twelfth (12th) Avenue measured at a point in said easterly line distant northerly thirteen (13) feet at right angles from the southerly line of West Forty-Second (42nd) Street;

Thence easterly, along the northerly line of West Fortieth (40th) Street, twenty-two (22) feet, more or less, to the westerly line of Twelfth Avenue;

Thence northerly, along the westerly line of Twelfth (12th) Avenue, one hundred and ninety-seven and five tenths (197.5) feet, to the southerly line of West Forty-First (41st) Street;

Thence westerly, along the southerly line of West Forty-First (41st) Street, nine and five tenths (9.5) feet, more or less, to a point in said curved line drawn northwardly as above described;

Thence northerly, along said curved line drawn northwardly as above described sixty and five tenths (60.5) feet, more or less, to the northerly line of West Forty-First (41st) Street;

Thence easterly, along the northerly line of West Forty-First (41st) Street one (1) foot, more or less, to the westerly line of Twelfth (12th) Avenue;

Thence northerly along the westerly line of Twelfth (12th) Avenue, seven and five tenths (7.5) feet, more or less, to the intersection of the westerly line of Twelfth (12th) Avenue with the said curved line drawn northwardly as above described;

Thence continuing northerly along said curved line drawn northwardly as above described two hundred and eight (208) feet, more or less, to said point distant westerly fifty-four (54) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant northerly thirteen (13) feet at right angles from the southerly line of West Forty-Second (42nd) Street;

Thence northerly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, six hundred and fifteen and five tenths (615.5) feet, more or less;

Thence northerly by a curved line, convex to the east, drawn with a radius of one thousand six hundred and nine and seventy-eight hundredths (1609.78) feet, four hundred and forty-eight (448) feet, more or less, to a point distant westerly seventy two (72) feet at right angles from the easterly line of the new location of Twelfth (12th) Avenue;

Thence northerly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, six hundred and seventy eight and forty five hundredths (678.45) feet, more or less;

Thence northerly, by a curved line, convex to the east, drawn with a radius of nine hundred and twenty-seven and eighty-seven hundredths (927.87) feet, four hundred and sixty and five tenths (460.5) feet, more or less, to a point distant westerly seventy-two (72) feet at right angles from the easterly line of the new location of Twelfth (12th) Avenue;

Thence northwesterly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, ninety-seven (97) feet;

Thence northerly, by a curved line, convex to the west, drawn with a radius of nine hundred and eighty-two and eighty-seven hundredths (982.87) feet, four hundred and

eighty-seven and five tenths (487.5) feet, more or less, to a point in the westerly line of Twelfth (12th) Avenue;

Thence northerly along the westerly line of Twelfth (12th) Avenue, one thousand eight hundred and forty nine and five tenths (1849.5) feet, more or less, to the northerly line of West Fifty-Ninth (59th) Street;

Thence easterly along the northerly line of West Fifty-Ninth (59th) Street, one hundred and ten (110) feet to a point distant easterly ten (10) feet from the corner formed by the intersection of the northerly line of West Fifty-Ninth (59th) Street with the easterly line of Twelfth (12th) Avenue;

Thence southerly eighty-eight (88) feet, more or less, to a point distant westerly twelve (12) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly twenty-four (24) feet from the corner formed by the intersection of the southerly line of West Fifty-Ninth (59th) Street with the easterly line of Twelfth (12th) Avenue;

* Thence southerly thirty-eight (38) feet, more or less, to a point distant westerly sixteen (16) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly sixty-four (64) feet from the corner formed by the intersection of the southerly line of West Fifty-Ninth (59th) Street with the easterly line of Twelfth (12th) Avenue.

Thence easterly at right angles to the easterly line of Twelfth (12th) Avenue, sixteen (16) feet to said easterly line;

Thence southerly along the easterly line of said Avenue, thirty-six (36) feet;

Thence southwesterly, seventy-six (76) feet, more or less, to a point distant westerly, seventeen (17) feet at right angles from the easterly line of Twelfth (12th) Avenue,

measured at a point in said easterly line distant northerly twenty-six (26) feet from the corner formed by the intersection of the northerly line of West Fifty-Eighth (58th) Street with the easterly line of Twelfth (12th) Avenue;

Thence continuing southwesterly forty-six (46) feet, more or less, to a point distant westerly forty-five (45) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly ten and five-tenths (10.5) feet from said corner;

Thence southerly, parallel with the easterly line of Twelfth (12th) Avenue, seven hundred and eighty-five and five tenths (785.5) feet, more or less, to a point distant northerly twenty-six and five tenths (26.5) feet measured parallel with the easterly line of Twelfth (12th) Avenue from the westerly prolongation of the northerly line of West Fifty-Fifth (55th) Street;

Thence southeasterly one hundred and thirty-nine (139) feet, more or less, to a point in the easterly line of Twelfth (12th) Avenue distant southerly forty-five (45) feet from the corner formed by the intersection of the southerly line of West Fifty-Fifth (55th) Street with the easterly line of Twelfth (12th) Avenue;

Thence southerly along the easterly line of Twelfth (12th) Avenue, thirty-eight (38) feet, more or less;

Thence northwesterly twenty-six (26) feet, more or less, to a point distant westerly seventeen (17) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly sixty-three and five tenths (63.5) feet from said corner;

Thence westerly at right angles to the easterly line of Twelfth (12th) Avenue twenty-eight (28) feet to a point distant westerly forty-five (45) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Thence southerly, parallel with the easterly line of

Twelfth (12th) Avenue, six hundred and forty-two and seven tenths (642.7) feet, more or less ;

Thence southerly by a curved line convex to the west, drawn with a radius of nine hundred and twenty-seven and eighty-seven hundredths (927.87) feet, four hundred and sixty-two (462) feet, more or less, to a point distant westerly seventeen (17) feet at right angles from the easterly line of the new location of Twelfth (12th) Avenue ;

Thence southerly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, ninety-seven (97) feet ;

Thence southerly by a curved line convex to the east, drawn with a radius of nine hundred and eighty-two and eighty-seven hundredths (982.87) feet, four hundred and eighty-eight (488) feet, more or less, to a point distant westerly seventeen (17) feet at right angles from the easterly line of the new location of Twelfth (12th) Avenue ;

Thence southerly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, six hundred and seventy-eight and forty-five hundredths (678.45) feet, more or less ;

Thence southerly, along a curved line convex to the east, drawn with a radius of one thousand six hundred and sixty-four and seventy-eight hundredths (1664.78) feet, tangent to the last above described course, and tangent to a line drawn parallel with and distant westerly seventeen (17) feet at right angles from the easterly line of that part of the new location of Twelfth (12th) Avenue, between West Forty-Second (42nd) and West Forty-Fourth (44th) Streets, three hundred and eighty-four (384) feet, more or less ;

Thence northeasterly thirty-five (35) feet, more or less, to a point in the easterly line of the new location of Twelfth (12th) Avenue, distant northerly seventy-five (75) feet from the northeasterly corner of West Forty-

Fourth (44th) Street and the new location of Twelfth (12th) Avenue;

Thence southerly, along the easterly line of the new location of Twelfth (12th) Avenue, sixty-five (65) feet;

Thence southerly, one hundred and twelve (112) feet, more or less, to a point distant westerly seventeen (17) feet, at right angles from the easterly line of the new location of Twelfth (12th) Avenue;

Thence southerly, parallel with the easterly line of the new location of Twelfth (12th) Avenue, five hundred and fifty-two (552) feet, more or less;

Thence southerly, by a curved line convex to the west, drawn with a radius of one thousand six hundred and ninety-one and sixty-two hundredths (1691.62) feet, one hundred and forty-eight (148) feet, more or less, to a point distant westerly thirty-six (36) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant northerly fifty-two (52) feet, from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the northerly line of West Forty-First (41st) Street;

Thence easterly forty-four and five tenths (44.5) feet, more or less, to a point in the easterly line of said Avenue, distant northerly seventy-eight (78) feet from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the northerly line of West Forty-First (41st) Street;

Thence southerly along the easterly line of Twelfth (12th) Avenue, thirty-five (35) feet;

Thence southwesterly fifty-six (56) feet, more or less, to a point distant westerly seventeen (17) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly ten and five tenths (10.5) feet from said corner;

Thence westerly, parallel with the northerly line of West Forty-First (41st) Street, twelve (12) feet;

Thence southerly, one hundred and eighteen (118) feet, more or less, to a point distant westerly forty-three (43) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly sixty-seven (67) feet from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the southerly line of West Forty-First (41st) Street;

Thence southerly, parallel with the easterly line of Twelfth (12th) Avenue, seventy-two (72) feet;

Thence easterly forty-eight (48) feet, more or less, to a point in the easterly line of said avenue distant northerly eighty (80) feet from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the northerly line of West Fortieth (40th) Street;

Thence southerly along the easterly line of Twelfth (12th) Avenue forty-five (45) feet;

Thence southwesterly one hundred and sixty-three (163) feet, more or less, to a point distant westerly forty-three (43) feet at right angles from the easterly line of Twelfth (12th) Avenue, measured at a point in said easterly line distant southerly sixty-two (62) feet from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the southerly line of West Fortieth (40th) Street;

Thence southerly, parallel with the easterly line of Twelfth (12th) Avenue, five hundred and ten (510) feet and six (6) inches, more or less, to a point distant northerly one hundred and forty (140) feet from the northerly line of West Thirty-Seventh (37th) Street;

Thence southeasterly one hundred and forty-six (146) feet, more or less, to the corner formed by the intersec-

tion of the easterly line of Twelfth (12th) Avenue with the northerly line of West Thirty-Seventh (37th) Street;

Thence southeasterly seventy-eight (78) feet, more or less, to a point in the southerly line of West Thirty-Seventh (37th) Street distant easterly fifty (50) feet from the corner formed by the intersection of the easterly line of Twelfth (12th) Avenue with the southerly line of West Thirty-Seventh (37th) Street;

Thence westerly along the southerly line of West Thirty-Seventh (37th) Street, fifty (50) feet to the point or place of beginning.

Railroad facilities.

Together as to said Parcel No. 47 with the rights required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company) or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, upon the overhead structures carrying the tracks of the Railroad Company over the said parcel.

Supplemental instrument.

In respect of the rights herein granted to the Railroad Company upon and along said Parcel No. 47 above described, it is agreed that as to any portion thereof title to which shall not be vested in the City at the time of the execution and delivery of this Indenture the City shall immediately take steps to secure the vesting of title thereof in the City and immediately upon the title thereof being vested in the City will execute a supplemental in-

strument in writing granting unto the Railroad Company said rights herein described in and to such portions thereof as shall not be vested in the City at the time of the execution and delivery of this Indenture.

As to the five parcels of land hereinafter described as “a”, “b”, “c”, “d” and “e”, and which parcels are shown on the Plans and Profiles of 1916 as parcels overhead rights in which are to be granted to the Railroad Company by the City, and which parcels have been excluded from the description of Parcel No. 47 above described, the City consents, so far as it may so do, to the construction, maintenance and operation of the railroad of the Railroad Company thereover upon an elevated viaduct with the necessary supporting structures thereof, and of the clearances and grades shown upon the Plans and Profiles of 1916, and agrees that in case of the acquisition of said parcels of land by the City such acquisition shall be subject to the rights of the Railroad Company to construct, maintain and operate its railroad thereover as aforesaid:

Agreement as
to lands excluded
from description.

(a) Bounded northerly by the southerly line of West Thirty-Eighth (38th) Street;

Southerly by the northerly line of West Thirty-Seventh (37th) Street;

Easterly by the westerly line of Twelfth (12th) Avenue;

And westerly by a line parallel with and distant twenty-two (22) feet westerly from the westerly line of Twelfth (12th) Avenue;

(b) Bounded northerly by the center line of the block between West Thirty-Eighth (38th) Street and West Thirty-Ninth (39th) Street;

Southerly by the northerly line of West Thirty-Eighth (38th) Street;

Easterly by the westerly line of Twelfth (12th) Avenue; and

Westerly by a line parallel with and distant twenty-two (22) feet westerly from the westerly line of Twelfth (12th) Avenue;

(c) Bounded northerly by the southerly line of West Fortieth (40th) Street;

Southerly by the northerly line of West Thirty-Ninth (39th) Street;

Easterly by the westerly line of Twelfth (12th) Avenue; and

Westerly by a line parallel with and distant twenty-two (22) feet westerly from the westerly line of Twelfth (12th) Avenue;

(d) Bounded northerly by the southerly line of West Forty-First (41st) Street;

Southerly by the northerly line of West Fortieth (40th) Street;

Easterly by the westerly line of Twelfth (12th) Avenue; and

Westerly by a curved line convex to the west drawn with a radius of one thousand, seven hundred and forty-six and sixty-two hundredths (1746.62) feet, through a point distant westerly twenty-two (22) feet, more or less, from the westerly line of Twelfth (12th) Avenue, measured along the northerly line of West Fortieth (40th) Street and through a point distant westerly nine and five tenths (9.5) feet, more or less, from the westerly line of Twelfth (12th) Avenue, measured along the southerly line of West Forty-First (41st) Street;

(e) Bounded southerly by the northerly line of West Forty-First (41st) Street;

Easterly by the westerly line of Twelfth (12th) Avenue; and

Westerly and northerly by a curved line convex to

the west drawn with a radius of one thousand seven hundred and forty-six and sixty-two hundredths (1746.62) feet through a point distant westerly one (1) foot, more or less, from the westerly line of Twelfth (12th) Avenue, measured along the northerly line of West Forty-First (41st) Street and through a point distant northerly seven and five tenths (7.5) feet, more or less, from the northerly line of West Forty-First (41st) Street, measured along the westerly line of Twelfth (12th) Avenue.

PARCEL No. 48.

BOUNDED northerly by the northerly line of West One Hundred and Twenty-Ninth (129th) Street; W. 129th Street.

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Southerly by the southerly line of West One Hundred and Twenty-Ninth (129th) Street;

And westerly by a line drawn southwardly from a point in the northerly line of West One Hundred and Twenty-Ninth (129th) Street distant two hundred and sixty-nine (269) feet at right angles from the easterly line of Twelfth (12th) Avenue; to a point in the southerly line of West One Hundred and Twenty-Ninth (129th) Street, distant westerly two hundred and seventy-two (272) feet at right angles from the easterly line of Twelfth (12th) Avenue.

PARCEL No. 49.

BOUNDED northerly by the northerly line of Manhattan Street and by the northerly line of West One Hundred and Thirtieth (130th) Street; Manhattan and
W. 130th Streets.

Easterly by a line drawn parallel with and distant westerly one hundred (100) feet at right angles from the easterly line of Twelfth (12th) Avenue;

Southerly by the southerly line of Manhattan Street

and by the southerly line of West One Hundred and Thirtieth (130th) Street;

And westerly by a line drawn southwardly from a point in the northerly line of Manhattan Street, distant westerly two hundred and fifty-seven and five tenths (257.5) feet at right angles from the easterly line of Twelfth (12th) Avenue, to a point in the southerly line of West One Hundred and Thirtieth (130th) Street distant westerly two hundred and sixty (260) feet at right angles from the easterly line of Twelfth (12th) Avenue.

PARCEL No. 50.

W. 131st Street. BOUNDED northerly by the northerly line of West One Hundred and Thirty-First (131st) Street;

Easterly by the westerly line of Twelfth (12th) Avenue;

Southerly by the southerly line of West One Hundred and Thirty-First (131st) Street;

And westerly by a line drawn parallel with and distant westerly one hundred and fifty-seven and five tenths (157.5) feet at right angles from the westerly line of Twelfth (12th) Avenue.

PARCEL No. 51.

W. 132nd Street. BOUNDED northerly by the northerly line of West One Hundred and Thirty-Second (132nd) Street;

Easterly by the westerly line of Twelfth (12th) Avenue;

Southerly by the southerly line of West One Hundred and Thirty-Second (132nd) Street;

And westerly by a line drawn parallel with and distant westerly one hundred and fifty-seven and five tenths (157.5) feet at right angles from the westerly line of Twelfth (12th) Avenue.

PARCEL No. 52.

W. 133rd Street. BOUNDED northerly by the northerly line of West One Hundred and Thirty-Third (133rd) Street;

Easterly by the westerly line of Twelfth (12th) Avenue;

Southerly by the southerly line of West One Hundred and Thirty-Third (133rd) Street;

And westerly by a line drawn parallel with and distant westerly one hundred and fifty-seven and five tenths (157.5) feet at right angles from the westerly line of Twelfth (12th) Avenue.

Together as to the parcels above described as Parcel No. 48 to Parcel No. 52, both inclusive, with the rights required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company) or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, upon the overhead viaducts carrying the tracks of the Railroad Company over the said parcels.

Railroad facilities.

Together also as to the parcels above described as Parcel No. 49 to Parcel No. 52, both inclusive, with the rights required for subways, as shown on the Plans and Profiles of 1916, for the carrying of steam, water, air, refrigerating and other pipes, and for power and other cables underneath the surface of the ground of said parcels.

Pipe subways.

PARCEL No. 53.

BOUNDED northerly by the northerly line of Dyckman Street;

Dyckman Street.

Easterly by a line drawn from a point in the northerly line of Dyckman Street distant easterly forty-seven (47)

feet radially from the monumented center line of the railroad of the Railroad Company to a point in the southerly line of Dyckman Street distant easterly forty-three (43) feet at right angles from said center line;

Southerly by the southerly line of Dyckman Street;

And westerly by a line drawn parallel with and distant westerly eighty-five (85) feet, measured along the course of Dyckman Street from the second described course.

Railroad facilities.

Together as to said Parcel No. 53 with the rights required for the construction and maintenance of communicating and transmission lines, secondary circuits, telegraph, telephone, lighting, control and power wires and cables, lighting fixtures, signalling devices and appliances, third rails and overhead working conductors (to the extent provided in the agreement between the Board and the Railroad Company) or other appliances transmitting electrical energy, negative cables and negative connections desirable for electrolytic protection and the wires, pipes and facilities for fire alarm and fire protection systems of the Railroad Company, reasonably required in connection with the operation of the railroad of the Railroad Company, upon the overhead viaducts carrying the tracks of the Railroad Company over the said parcel.

Duct lines.

Together also with the rights required for the construction and maintenance of the duct lines carrying the transmission lines of the Railroad Company below the surface of the ground of said parcel, with the right to construct, maintain and use such manholes and splicing chambers as may be required for proper inspection and maintenance of said duct lines, the location of said manholes and splicing chambers to be subject to the approval of the Board.

V.

The rights required for the construction and maintenance of the duct lines containing the transmission lines of the Railroad Company under the surface of Eleventh (11th) Avenue and West End Avenue between the northerly line of West Thirty-Fifth (35th) Street and the northerly line of West Sixty-Sixth (66th) Street, and under the surface of West Sixty-Sixth (66th) Street from West End Avenue to the easterly line of the lands of the Railroad Company, and under the surface of West Thirty-Sixth (36th) Street from Eleventh (11th) Avenue to the easterly line of lands of the Railroad Company and in the Marginal Way between W. 32nd and W. 37th Streets, all as shown on the Plans and Profiles of 1916, with the right to construct, maintain and use manholes and splicing chambers along the course of said duct lines at intervals of approximately four hundred (400) feet for the purpose of the inspection and maintenance of said transmission lines, the location of said manholes and splicing chambers to be subject to the approval of the Board; with the right also to construct and maintain connections between said transmission lines and power houses, substations and branch lines as shown on the Plans and Profiles of 1916.

Duct line 11th Avenue, West End Avenue, W. 66th Street, and Marginal Way.

The rights required for the construction and maintenance of the duct lines containing the transmission lines of the Railroad Company under the surface of Riverside Park between a point about two hundred and twenty (220) feet south of the south line of West One Hundred and Twenty-Ninth (129th) Street and the south line of West One Hundred and Twenty-Ninth (129th) Street, and under the surface of Twelfth (12th) Avenue (a portion thereof being discontinued and closed) from the south line of West One Hundred and Twenty-Ninth (129th) Street to a point four hundred and sixty (460) feet, more or less, north of the north line of West One Hundred and

Duct line Riverside Park and 12th Avenue.

Thirty-Fifth (135th) Street, as shown on the Plans and Profiles of 1916; with the right to construct, maintain and use manholes and splicing chambers along the course of said duct lines at intervals of approximately four hundred (400) feet for the inspection and maintenance of said transmission lines, the location of said manholes and splicing chambers to be subject to the approval of the Board.

Duct line Dyckman Street to Spuyten Duyvil Creek.

The easements required for the construction and maintenance of the duct lines containing the transmission lines of the Railroad Company underground between Dyckman Street and Spuyten Duyvil Creek at the location shown on the Plans and Profiles of 1916, with the right to construct, maintain and use splicing chambers and manholes therein at intervals of approximately four hundred (400) feet for the purpose of the inspection and maintenance of said transmission lines, the location of said manholes and splicing chambers to be subject to the approval of the Board; together also with the right to construct and maintain branch line conduits containing the transmission lines of the Railroad Company underground at the locations shown on the Plans and Profiles of 1916 connecting the said duct lines of the Railroad Company between Dyckman Street and Spuyten Duyvil Creek with the new right of way of the Railroad Company between said points as shown on the Plans and Profiles of 1916.

VI.

Lands under water within right of way W. 135th Street to Dyckman Street.

All the rights of the City in and to the lands formerly under water to be retained by the Railroad Company lying west of the original high water mark of the North or Hudson River within the area of the original right-of-way of the Railroad Company between Dyckman Street on the north and West One Hundred and Thirty-Fifth (135th) Street on the south.

TO HAVE AND TO HOLD the lands, lands under water, rights, interests and easements hereinabove described in subdivisions I, II, III, IV, V and VI hereof unto the Railroad Company, its successors and assigns forever.

It is mutually covenanted and agreed as follows:

(a) Nothing in this indenture contained shall be held to create a fee in the Railroad Company in or to the soil of any street, avenue, way, public wharf, park or place except such part or parts of any streets or avenues as may under the provisions of the Act above mentioned or otherwise have been discontinued and closed; or to prevent the City from occupying or using or from permitting others to occupy or to use any part of any street, avenue, way, public wharf, park or place, not discontinued or closed, underneath or over the tracks and structures of the Railroad Company as shown on the Plans and Profiles of 1916, in any manner which shall not interfere with or endanger the occupation or use by the Railroad Company under and in conformity with said Plans and Profiles of 1916.

Reservation by
City of rights in
streets.

(b) In respect of the lands and lands under water, or rights, interests or easements in lands or lands under water, rights or easements in streets, avenues, ways, public wharves, parks or places herein granted by the City to the Railroad Company in the section of the City between Spuyten Duyvil Creek and the southerly line of West Seventy-Second (72nd) Street, nothing in this indenture contained shall be deemed to give to the Railroad Company any right of access to the North or Hudson River (except at the location of the Terminal mentioned in Section 4 of Article Six of the agreement between the Board and the Railroad Company and at such location only to the extent shown on the Plans and Profiles of 1916); but the City shall and hereby does retain and reserve all its rights in and to the lands

Reservation by
City of riparian
rights.

and lands under water in said section of the City, lying westerly of the proposed westerly line of the lands of the Railroad Company as shown on the Plans and Profiles of 1916.

IN WITNESS WHEREOF, The City of New York has caused its corporate seal to be hereunto affixed and duly attested, and this instrument to be signed in duplicate by its Mayor and Comptroller, and The New York Central Railroad Company has caused its corporate seal to be hereunto affixed and this instrument to be signed in duplicate by its President, the day and year first above written.

THE CITY OF NEW YORK,
By

Mayor.

Comptroller.

Attest:

City Clerk.

Approved as to form.

Corporation Counsel.

Assistant Corporation Counsel.

THE NEW YORK CENTRAL RAILROAD COMPANY,
By

President.

Attest:

Secretary.

STATE OF NEW YORK, }
 County of New York, } ss.:

On this day of , 1917, before me personally came JOHN PURROY MITCHEL, to me personally known and known to me to be the Mayor of The City of New York, who being by me duly sworn, did depose and say: That he resides in the Borough of Manhattan, City of New York; that he is the Mayor of The City of New York, one of the corporations described in and which executed the foregoing instrument, and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of The City of New York, and was affixed thereto by authority of the Board of Estimate and Apportionment of said City, and of Chapter 777 of the Laws of 1911, and that he signed his name thereto as Mayor of said City by like authority.

STATE OF NEW YORK, }
 County of New York, } ss.:

On this day of , 1917, before me personally came WILLIAM A. PRENDERGAST, to me personally known and known to me to be the Comptroller of The City of New York, who being by me duly sworn, did depose and say: That he resides in the Borough of Brooklyn, City of New York; that he is the Comptroller of The City of New York, one of the corporations described in and which executed the foregoing instrument, and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of The City of New York, and was affixed thereto by authority of the Board of Estimate and Apportionment of the said City and of Chapter 777 of the Laws of 1911, and that he signed his name thereto as Comptroller of said City by like authority.

STATE OF NEW YORK, }
 County of New York, } ss.:

On this day of , 1917, before me personally came P. J. SCULLY, to me personally known and known to me to be the City Clerk of The City of New York, who being by me duly sworn, did depose and say: That he resides in the Borough of Manhattan, City of New York; that he is the City Clerk of The City of New York, one of the corporations described in and which executed the foregoing instrument, and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of The City of New York, and was so affixed by due authority.

STATE OF NEW YORK, }
 County of New York, } ss.:

On this day of , 1917, before me personally came ALFRED H. SMITH, to me personally known and known to me to be the President of The New York Central Railroad Company, who being by me duly sworn did depose and say: That he resides at Chappaqua, Westchester County, New York; that he is the President of The New York Central Railroad Company, one of the corporations described in and which executed the foregoing instrument and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of The New York Central Railroad Company, and was affixed thereto by authority of the Board of Directors of said Company, and that he signed his name thereto as President of said Company by like authority.

STATE OF NEW YORK, }
 County of New York, }ss.:

I, DWIGHT W. PARDEE, Secretary of The New York Central Railroad Company, do hereby certify: That at a meeting of the Board of Directors of The New York Central Railroad Company, duly held at the office of said Company in the City of New York, on the day of , 1917, the President submitted the form of the foregoing instrument in writing to be executed by The City of New York and The New York Central Railroad Company pursuant to the provisions of Chapter 777 of the Laws of 1911;

Whereupon, upon motion, duly seconded, the following resolution was adopted:

Resolved: That the form of said instrument in writing be and the same is hereby approved, and that the President be, and he hereby is, authorized to execute under the corporate seal of this Company, such instrument.

Secretary.

STATE OF NEW YORK, }
 County of New York, } ss. :

I, JOSEPH HAAG, Secretary of the Board of Estimate and Apportionment of The City of New York do hereby certify: That at a meeting of the Board of Estimate and Apportionment of The City of New York, duly held at the City Hall, in the Borough of Manhattan, City of New York, on the day , 1917, the submitted the form of the foregoing instrument in writing to be executed by The City of New York and The New York Central Railroad Company, pursuant to the provisions of Chapter 777 of the Laws of 1911;

Whereupon, upon motion, duly seconded, the following resolution was adopted:

Resolved: That the Mayor and the Comptroller be, and they hereby are, authorized in the name of The City of New York, and on behalf of the Board of Estimate and Apportionment of The City of New York, to execute the foregoing instrument in writing, pursuant to Chapter 777 of the Laws of 1911, and to cause the seal of The City of New York to be thereunto affixed and duly attested.

Secretary.

UNIVERSITY OF ILLINOIS-URBANA



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